

City of Davis General Plan

Volume 1: General Plan Policies

Adopted December 1987
Last Revised December 1993

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

NOV 2 1994

UNIVERSITY OF CALIFORNIA



94 8102

CITY OF DAVIS GENERAL PLAN

VOLUME 1: PLAN POLICIES

Approved by the Davis Planning Commision on December 22, 1987

Adopted by the Davis City Council on December 24, 1987

Revised August, 1992
Revised October, 1993



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C101745224>

TABLE OF CONTENTS

Subject	Page
1. BACKGROUND	1-1
1.1 Davis: 1860s - 1988	1-1
1.2 Nature and Function of the General Plan	1-1
1.3 Community Participation in Revising the General Plan	1-2
1.4 The Davis Planning Area	1-3
1.5 Using the General Plan	1-4
1.6 Relationship to Specific Plans	1-4
 LAND USE AND CIRCULATION SECTION	
2. LAND USE ELEMENT	2-1
2.1 Growth Management and Growth Limits	2-1
2.2 Community Image	2-6
2.3 How to Read the General Plan Map	2-8
2.3.1 Land-Use Classifications	2-9
2.4 Residential Areas	2-13
2.5 Core Area	2-17
2.6 Retailing and Commercial Services	2-21
2.7 Offices and Industry	2-23
2.8 Schools	2-25
2.9 University of California, Davis	2-26
3. OPEN SPACE ELEMENT	3-1
3.1 Open Space for the Preservation of Natural Resources	3-3
3.2 Open Space for the Managed Production of Resources	3-4
3.3 Open Space For Outdoor Recreation	3-6
3.4 Open Space for Public Health & Safety	3-14
4. TRANSPORTATION AND CIRCULATION ELEMENT	4-1
4.1 Freeways and Arterial Streets	4-1
4.2 Collector and Local Streets	4-10
4.3 Transportation Systems Management (TSM)	4-11
4.4 Bicycles	4-12
4.5 Transit	4-14
4.6 Local Public Utilities and Facilities	4-15
4.7 Truck Routing	4-16
 HOUSING SECTION	
5. HOUSING ELEMENT SUMMARY	5-1
5.1 Affordable Housing	5-2
5.2 Housing for Persons with Special Needs	5-7
5.3 Housing Sites	5-9
5.4 Constraints to Housing Production	5-11
5.5 Residential Conservation	5-12
5.6 Access to Housing	5-13
5.7 Energy Conservation	5-14

ENVIRONMENTAL MANAGEMENT SECTION

6. CONSERVATION ELEMENT	6-1
6.1 Habitats and Natural Areas	6-1
6.2 Wildlife and Vegetation	6-2
6.3 Air Quality	6-3
6.4 Water Quality and Conservation	6-4
6.5 Natural Resources Conservation	6-6
6.6 Historic and Cultural Resources	6-8
6.7 Environmental Awareness	6-9
7. SAFETY ELEMENT	7-1
7.1 Geologic and Soils Hazards	7-1
7.2 Flood Hazards and Drainage	7-3
7.3 Fire and Police Protection; Disaster Planning; Hazardous Materials	7-4
8. NOISE ELEMENT	8-1

List of Tables

Table Number		Page
1.	Existing Population and General Plan Holding Capacity	1-5
2.	Existing and Planned Employment and Commute Flow	1-6
3.	Davis Planning Area Growth to 2010 under Alternative Assumptions	2-4
4.	Existing and Planned Housing Units by Geographic Area	2-14
5.	Existing and Planned Commercial Development by Data Unit	2-15
5A.	Four Types of Open Space Classifications	3-2
6.	Existing Parks and Recreation Areas	3-8
7.	Existing and Proposed Neighborhood and District Parks and Schools by Data Unit	3-9
8.	Planned Transportation Improvements	4-2
9.	Quantified Objectives 1991-96 Table 53	5-2
10.	Hazards	7-1

List of Figures

Figure Number	Follows Page
1. Davis Annexations	1-1
2. Planning Areas and Data Unit Boundaries	1-3
3. Greenbelt/Agricultural Buffer Concept	2-12
4. Core Area Insert to General Plan Map	2-17
5. Multilevel Parking Concept	2-20
6. Core Area Street Wall and Shaded Sidewalk Concepts	2-20
7. Existing and Proposed School and Park Sites	2-25
7A. Land Use Element Map	2-28
7B. Davis Open Space Element	3-1
8. Lands Under Williamson Act Contract	3-4
9. Soils: Agricultural Classification	3-4
9A. Vehicle Circulation Map	4-6
10. Bicycle Circulation	4-15
11. 100-Year Flood Areas	7-4
12. Soils: Shrink/Swell Factor	7-4
13. Standards for Noise Exposure	8-1
14. Noise Contours: 2010	8-2

1. BACKGROUND

1.1 DAVIS: 1860s - 1988

Davis was founded in 1868 as Davisville rail depot, but the more significant date is 1906, when the University of California established the State Agricultural Experiment Station on 778 acres. In the 1920s, a Bachelor of Agriculture degree was offered by the University of California at Davis in conjunction with U.C. Berkeley. Following designation as a general campus in the 1950s, enrollment grew rapidly and professional schools were added during the next two decades. Although remaining outside the City's corporate limits, the University's development has driven population growth and has shaped the community's identity and values.

Between 1950 and 1987 the average annual growth rate was 6.4 percent per year as urban population grew from under 5,000 to 48,700. The relationship between UCD enrollment and total population has remained fairly steady for the last 20 years, with the ratio of city population to UCD enrollment generally around 2:1. In 1986, 94 percent of the 19,300 UCD students and half the 8,500 fulltime faculty and staff lived on campus or in the city. Figure 1 shows how the city has grown since incorporation in 1917.

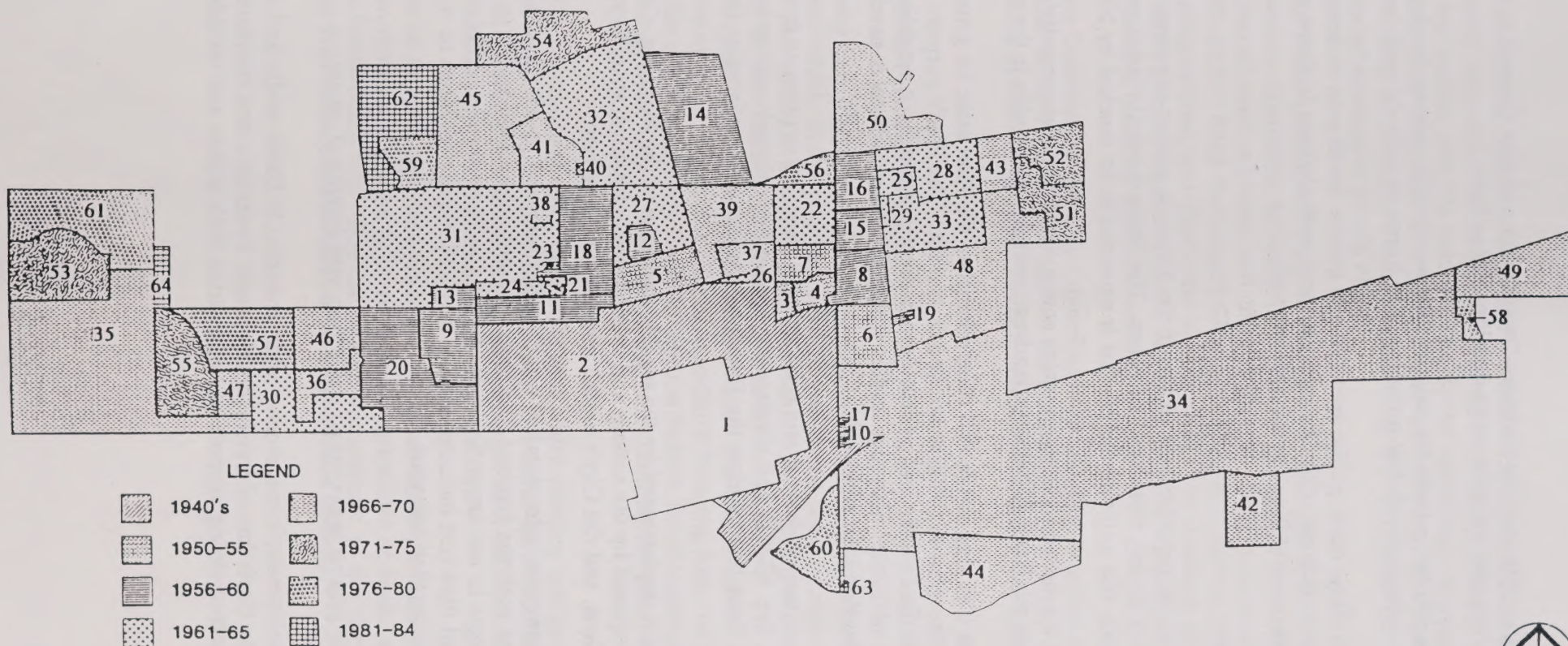
The 6,200 non-UCD full-time jobs in Davis are mainly in services and retailing; manufacturing employment averages 700. About 6,300 Davis residents commute out, while 5,600 jobholders commute in. In the city of Davis median age in 1980 was 24.6 (compared with 29.9 for California) and 4.2 percent of residents were over 65 (compared with 10.2 percent for California).

Davis is known for bicycles, energy conservation, and a preference for slow growth as expressed by passage of Measure L in June 1986. Its notable physical characteristics are small scale in relation to UCD, innovative neighborhood design, a traditional downtown, an absence of large shopping centers, and a green, tree-filled look.

1.2 NATURE AND FUNCTION OF THE GENERAL PLAN

A General Plan for a city functions much as a constitution for a nation. It is a statement of the community's vision of its long-term or ultimate physical form and, desirably, a guarantee of a stable development policy. State law requires each city and county to adopt and maintain a General Plan consisting of seven elements (land use, circulation, housing, open space, safety, conservation, and noise) that must be internally consistent, and consistent with each other and with optional elements, should any be added. City actions, such as those relating to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

The Davis General Plan is not simply a compendium of ideas, data, and wishes: it consists of a map and carefully worded policies, accompanied by explanations needed to make the reasons for the policies clear. The Plan has three functions:



See Appendix A for Annexation Index

Figure 1: DAVIS ANNEXATIONS

1. To enable the City Planning Commission and City Council to reach agreement on long-range development policies;
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies; and
3. To allow other public agencies and private developers to design projects that are consistent with City policies, or to seek changes in those policies through the General Plan amendment process.

The Plan must be:

Long range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. The Davis General Plan is geared to an ultimate geographic size and population that is expected to be reached by 2010 or before.

Comprehensive: It must coordinate all major components of the community's physical development. The relationship between land-use intensity and traffic is the most obvious.

General: Because it is long-range and comprehensive, the Plan must be general. Neither time nor knowledge exist to make it detailed or specific. The Plan's purpose is to serve as a framework for detailed public and private development proposals. It establishes requirements for additional planning studies where greater specificity is needed before the City can act on development proposals.

Each General Plan (maps, element and text) may be amended as often as four times each year (Gov. Code, Sec. 65361) and all elements should be reviewed and updated at least every five years. State law requires the Housing Element to be updated at five-year intervals.

The General Plan is implemented by the weekly decisions of the Planning Commission and City Council as required by the zoning and subdivision ordinances, specific and redevelopment plans, and the City's capital improvement program.

The zoning ordinance includes detailed use classifications and standards. The zoning map must be consistent with the General Plan map, but will not be identical to it, particularly in areas where changes in use are anticipated during the 20-year time period of the General Plan. The General Plan text includes policies that will require revisions to zoning regulations following Plan adoption.

1.3 COMMUNITY PARTICIPATION IN REVISING THE GENERAL PLAN

Planning and development issues receive wide attention in Davis media and municipal elections. Because Davis has addressed development issues in a non standard fashion, its policies have attracted strong support and opposition both within and outside the community.

The 1987 General Plan revises a General Plan that was prepared during 1971-73 and has been frequently amended. The two plans evolved from quite different processes. The 1973 plan was written over 2½ years by 11 citizens' committees composed of 120 Davis residents assisted by City staff. The present plan was prepared in 10 months by consultants and staff in accord with tentative decisions made by the City Council following consideration of Alternative Sketch Plans.

Although the public-participation period for the new Plan was brief, it was intense. A 19-member Resource Committee included City Council appointees and was composed of representatives of public agencies and citizens' groups. Four community workshops during the first half of 1987 filled the Council Chamber with residents who stated their views on issues, planning options, and alternative sketch plans. Two working papers, Existing Conditions and Planning Options (April 1987) and Analysis of Alternative Sketch Plans (July 1987) helped facilitate informed debate.

The Planning Commission and City Council each held public hearings on planning options to be included in the Sketch Plans and on the completed Sketch Plan. Choices among major planning options by the City Council determined the content of the Draft General Plan.

1.4 THE DAVIS PLANNING AREA

State Planning Law directs each jurisdiction to include in its General Plan "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning" (Gov. Code Sec. 65300). Based on that direction, General Plan policies apply to all development in the Planning Area except where otherwise stated. The Planning Area includes 84 square miles, of which seven are within the City of Davis. It is bounded on the north by County Road 27 and the City of Woodland Planning Area, on the east by the Yolo Bypass, on the south by County Road 35 and the Pedrick Road-Interstate 80 interchange in Solano County (in the City of Dixon planning area), and on the general alignment formed by Road 97D.

Figure 2 shows boundaries of 11 data units into which existing and projected land-use data for 264 traffic zones has been aggregated. The traffic-zone data forms the basis for a computerized traffic simulation model, while the larger data units allow comparison of need for services and facilities among recognized urban sectors.

The portions of the planning area for which no urban development is proposed by the General Plan represent the area to be retained in agriculture or open space to enable Davis to remain a freestanding city. The use of land not annexed to the city will continue to be regulated by Yolo County based on County General Plan policies.

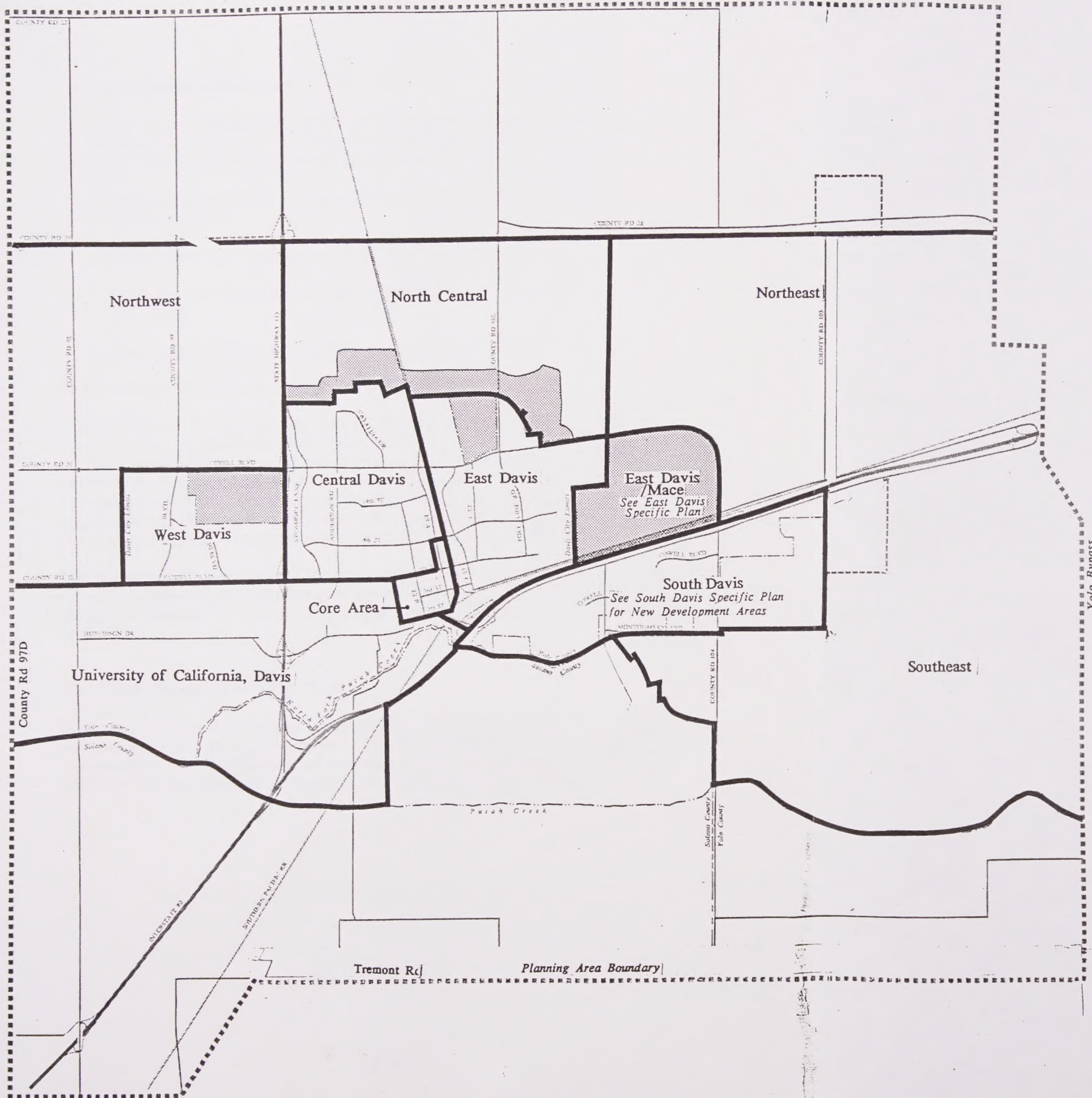


Figure 2: PLANNING AREA AND DATA UNIT BOUNDARIES

1.5 USING THE GENERAL PLAN

The General Plan is intended to save the reader's time through clear organization and concise statement of City policies. Supporting material is found in a second document, Volume 2: Technical Supplement to the Davis General Plan that includes:

Full text and policies of the Adopted Housing Element (with data required by state guidelines);

Traffic Circulation Study (prepared by Omni-Means);

Fiscal Analysis of the General Plan (prepared by Angus McDonald and Associates);

Environmental Impact Report (EIR) on the General Plan.

Both documents include cross-references to policies and data sources.

Policies, land-use classifications, the General Plan map, Core Area Plan and Bicycle Circulation map constitute the adopted General Plan. Two types of policies are included in the Plan: Guiding Policies that are the City's statements of its goals and philosophy; and Implementing Policies that represent commitment to consistent actions. Adopted policy statements are printed in roman type in the Plan; explanatory material is italicized and is not adopted as policy. Cross-references in the text are intended to lessen confusion that often results from the overlapping requirements for Plan elements required by state law.

The elements of the Davis General Plan are grouped into three sections: Land Use and Circulation, Housing, and Environmental Management. Text and policies within each element are organized by subject. The General Plan map is located in a pocket at the back of this Plan.

1.6 RELATIONSHIP TO SPECIFIC PLANS

The South Davis Specific Plan and the East Davis Specific Plan establish more detailed policies for portions of the planning area. The General Plan includes these areas and all its policies apply. The specific plans are consistent with the General Plan, but add policies relating to design, development standards, and financing of improvements.

TABLE 1
EXISTING POPULATION AND GENERAL PLAN HOLDING CAPACITY

	In Existing (1987) City Limits	Urban Area	Planning Area Total
Existing 10/31/87			
<u>Housing Units</u>			
Single-Family	10,455	971	11,426
Multifamily	7,407	690	8,097
Total	17,862 ^a	1,661	19,523
Living Group Beds ^a	1,948	3,124	5,072
Household Population as of 10/31/87	41,618	3,839	45,457
Household Population per Housing Unit ^b	2.37	2.37	2.37
Additional			
<u>Housing Units</u>			
Single-Family	1,270	4,355 ^c	5,625
Multifamily	1,902	2,200 ^c	4,102
Total	3,171	6,555 ^c	9,726
<u>Population</u>			
Household	7,336	15,224 ^d	22,560
Living Group	0	1,860	1,860
Total	7,336	17,084 ^a	24,420
Holding Capacity			
<u>Housing Units</u>			
Single-Family	11,725	5,326 ^c	17,051
Multifamily	9,309	2,890 ^c	12,199
Total	21,034	8,216 ^c	29,249
<u>Population</u>			
Household	48,718	19,076 ^d	67,793
Living Group	1,948	4,984	6,932
Total	50,666	24,060 ^d	74,725 ^e

- a. City of Davis Department of Finance, August 1987, City of Davis Community Development Department, July 1987, November 1987
- b. California Dept. of Finance, Jan. 1, 1987; assumes a vacancy rate of 2.47%
- c. Includes 6,356 housing units to be developed on land to be annexed (4,216 single-family and 2,140 multifamily).
- d. Includes household population of 14,763 to result from development on land to be annexed.
- e. Elsewhere in this report this figure has been rounded to 75,000.

TABLE 2
EXISTING AND PLANNED EMPLOYMENT AND COMMUTE FLOW

	EXISTING, 1987					GENERAL PLAN BUILDOUT				
	Davis Jobs			Net Commuters		Davis Jobs			Net Commuters	
	UCD	Other Basic	Non-Basic			Total	UCD	Other Basic		
Davis Jobs	8,500	900	5,300	14,700		11,450	7,100	9,300	27,850	2,250 in
Jobs Held by Residents	4,250	450	4,600	9,300	-	-	-	-	-	-
Employed Residents				15,700	1,000 out				25,600	-
Ratio of Davis Jobs to Employed Residents				0.94						1.09

Source: Blayney-Dyett

Jobs and employment figures include full-time employment only. Jobs held by Davis residents are based on UCD data, survey of major basic employers (those exporting goods and services from the planning area), 41 percent out-commuters as in 1980, and non-basic employees (those providing goods and services to residents of the planning area) assumed as the residual. Employed residents are estimated at 1980 Census labor-force level with 5 percent unemployment.

General Plan buildout employment is projected based on UCD enrollment at 26,000, basic employment with industrial areas and light industrial/business parks fully developed, and non-basic employment at the 1987 share of planning-area population. See policy 2.1 J and Section 2.7.

LAND USE AND CIRCULATION SECTION

2. LAND USE ELEMENT

2.1 GROWTH MANAGEMENT AND GROWTH LIMITS

During the 35 years since the University of California, Davis (UCD) became a general campus, Davis' average growth rate has been among the highest in the Sacramento Metropolitan Area. In the 1980s its location -- 20 minutes from the center of California's fastest growing, large metropolitan area -- raises apprehension that Davis could be absorbed by the urban mass. Concern about loss of small-city qualities has been expressed by the electorate, most recently in June 1986 when 58 percent of those voting approved an advisory measure calling for Davis "to grow as slow as legally possible." Since 1975, annual housing allocations have compared the quality and affordability of development proposals, and have limited the number of permits issued for single-family homes to an average of 230 per year. During this period the city's average annual growth rate was 2.2 percent.

UCD is an important contributor to the economic surge of the Sacramento Metropolitan Area. It is the great university a great metropolis must have. Many believe the University's eminence and popularity result significantly from its small-city setting. Just as the Regents have set limits on enrollment at UC Berkeley and UCLA to maintain educational quality, there is some "ideal" community size for Davis. If Davis and Woodland both grow at 3 percent per year for 25 years, the boundary between the two cities might be recognized only by city limit signs. Davis can demonstrate that small cities in the Sacramento Metropolitan area need not become parts of a Los Angeles-scale continuous urban mass.

Guiding Policies

- A. Maintain Davis as a small, University-oriented city surrounded by farmland, greenbelt, and natural habitats and reserves.

This has been the central idea of Davis' physical development policy during the last 15 years. A controlled rate of growth has implemented the policy during the short term, but a long-range plan must look at implications of continuing current growth policies.

- B. Provide for growth to meet internal needs of households whose work or study activities are or have been focused in Davis, and to address regional fair-share housing needs.

The Plan provides space for growth associated with UCD growth, including population resulting from expansion of businesses and services that are needed to maintain the self-sufficiency of a larger community.

-
- C. Recognizing that continued growth eventually could be inconsistent with the goal of maintaining Davis as a small, university-oriented city surrounded by farmland, regard the General Plan Map as a representation of the desired ultimate geographic and population size of the city in the year 2010. Adjust both the physical design and the growth-management system to implement this policy. When the capacities of this Plan have been met, the alternatives appear, from this point, to be redevelopment of areas within the community, and/or development on non-prime soils, or creation of a new town elsewhere.
-

- D. Require annexation to Davis as a condition of approval of urban-development proposals.

The Yolo County General Plan policy (ADM 15) supports this policy, stating "Yolo County shall require urban uses to be placed within city limits in the urban areas of Davis, Woodland, and Winters" The purpose is to avoid the inefficient service delivery, and the fragmented planning and civic-participation problems which many California cities have worked for decades to overcome by gradually annexing unincorporated urban areas.

- E. Urge Yolo County and Solano County to preserve agricultural land within the Davis Planning Area beyond that proposed for development.
-

- F. Capital improvements, or portions thereof, that enhance the level of service for existing residents are to be financed by existing development.

The Fiscal Analysis in Volume 2: Technical Supplement indicates proposed sources of financing for each major facility type.

- G. Capital improvements, or portions thereof, that extend services to new users are to be financed by new development.

Special taxes or fees will be needed to finance improvements serving new development areas. The Fiscal Analysis allocates costs per unit of each type of development.

- H. Costs should be allocated in proportion to burden incurred or benefit received, based on service demand generated by different land uses and the pro-rata cost of serving each geographic area.
-

Implementing Policies

- I. Prepare and adopt specific plans or overall development plans (master plans) for each of the new development areas prior to subdivision approvals. General Plan proposals for these areas are conceptual. Consequently, redesign that does not

increase traffic generation, change the types or intensity of uses, or the impacts on adjoining areas can be found consistent.

Specific Plans for South Davis and East Davis (East Davis/Mace) have been prepared and are consistent with the General Plan.

- J. Based on projected UCD enrollment of 26,000 in 2010 for planning purposes, provide for a population of approximately 72,000 to 75,000 in the city and its urban area to accommodate internal growth needs. As it has historically, the City will provide for housing relative to student needs.

The General Plan is designed to accommodate population increases driven by UCD growth. In addition to University students, staff and faculty, internal growth includes those who provide goods and services for the local population and employees of existing manufacturing industries. A population of 75,000 would accommodate the current resident proportion of University students (94 percent), faculty and staff (50 percent), other basic industry employees (50 percent), and workers providing goods and services to Davis (87 percent), while allowing a 20-percent increase in the number of employed Davis residents estimated to work elsewhere in 1981 (6,400). Table 2 shows existing full-time employment by residence location and projected full-time employment.

Urban area growth from 48,700 in 1987 to 75,000 in 2010 would represent a 1.81 percent average annual increase compared with 1.78 percent projected by SACOG for the metropolitan area and 1.70 percent projected by California Department of Finance for Yolo County as shown in Table 3. If density bonuses are claimed, buildout population could reach 75,000 (see Housing Element policies 5.1 N and 5.2 F.).

- K. Regulate the rate of single-family and multifamily residential construction to achieve orderly growth relative to the following factors:

- Phasing plan of the zoning ordinance; and
- Local employment and enrollment increases.

A housing-allocation system could be consistent with the General Plan, but is not prescribed by it. Any such policies would have to be consistent with a citywide phasing plan (see policy 2.1 Q.).

- L. Create public access for community and noncommercial open space and recreational uses (e.g. community gardens, urban forests and biking, jogging, hiking or equestrian trails) on periphery of the urban area.

A type of public access that might be developed would be a marathon running track around the city.

TABLE 3
DAVIS PLANNING AREA GROWTH TO 2010
UNDER ALTERNATIVE ASSUMPTIONS

		Compound Annual Growth Rate Over 22-year Period	Davis Planning Area 2010 Population
1.	1987 Planning Area Population -- 50,529		
2.	UC Davis growth rate, 1986-2010, assuming 26,000 enrollment by 2010	1.25	64,800
3.	Yolo County growth rate projected by California Department of Finance.	1.70	73,200
4.	Regional growth rate projected by Sacramento Area Council of Governments (SACOG), 1985-2010	1.78	74,500
5.	City of Davis growth rate, 1980-87	1.80	73,400
6.	General Plan buildout assumed in 2010a	1.81	75,000
7.	Continuation of 12-year average of 450 housing units added per year	1.71	73,400
8.	SACOG regional growth, 1980-86	2.44	85,900
9.	Potential market rate if growth were encouraged: Assumed at 1,000 housing units per year	3.22	101,400
a.	This compound annual growth rate is the rate projected if buildout were to be averaged over the 22-year period to the year 2010.		

Sources: City of Davis, California Department of Finance, SACOG (February 1985), Blayney-Dyett.

-
- M. Negotiate with affected jurisdictions and public and private agencies to obtain support for permanent designation of open-space and agricultural zoning within the Davis Planning Area beyond proposed urban development.

See description in Section 2.3.1 and illustration in Figure 3.

- N. Ensure that population and employment growth are accompanied by expansion of public facilities and services that are necessary to maintain existing standards and to meet higher standards set by the General Plan.

The Fiscal Analysis in the Technical Supplement provides cost estimates. If residential development significantly out-paces nonresidential growth, the cost/revenue balance would be negative, potentially damaging the ability to attract the commercial development the plan provides for.

- O. Seek adoption by Yolo County and Solano County of the following open-space preservation policies in their respective General Plans. Open-space uses include agriculture, outdoor recreation, and natural habitat preserves.

- Maintain open-space land uses including outdoor recreation and natural habitat preserves within the Davis General Plan Planning Area beyond the proposed urban development boundaries.
 - Support tax and economic incentives that enhance the economic competitiveness of agriculture.
 - Apply or retain land-use controls to protect the scenic rural corridors between neighboring communities.
 - Encourage voluntary restriction of development through dedication of scenic or conservation easements.
 - Support activities of nonprofit land trusts and conservation organizations in acquiring development rights to open-space lands by gift or purchase by fee simple title.
-

- P. The City will cooperate with UCD in facilitating local residency of UCD students and employees.
-

- Q. The City's zoning ordinance shall be amended to provide for the phased development of all areas to be subdivided for urban development, excepting small infill sites. Such amendment shall incorporate the following criteria for determining the order and timing of development within the city:

- Contribution to objectives and projects of the City's adopted Redevelopment Plan;
- Completion of existing infrastructure network through infill development;
- Contribution to major infrastructure and public facilities project priorities not covered by above;
- Base level of development within master-planned areas on review by the City of economic feasibility analysis;
- Contribution of open space to the City;
- Poor soils classification relative to suitability for agricultural use, as determined by the USDA Soil Conservation Service.

R. The Land Use Element will be reviewed and updated at least every five years.

2.2 COMMUNITY IMAGE

The social/political image of Davis is stronger than its physical image, and physical development policies (no large shopping centers, for example) are based on more than concern for appearance and traffic patterns. The city's public image probably builds expectations that cause some visitors to be disappointed by its physical presence. Davis is not quaint or historic; much of it is well-maintained, standard tract homes of the 1960s. Yet its achievements in park design, control of commercial development, innovative neighborhood design and overall quality of maintenance leave it few peers.

Members of the General Plan Resource Committee ranked Davis' distinctive qualities as:

- Distinct identity; close to a large city;
- Generous landscaping;
- University as the dominant industry;
- Bicycles accommodated;
- Small population and compact urban form;
- Small-town downtown.

All General Plan policies are intended to maintain these qualities. Those in this section focus on physical appearance.

Guiding Policies

- A. Plan for completion of Davis as a city surrounded by agriculture and open-space uses, rather than a continuously expanding segment of a metropolitan area in which all cities eventually are expected to grow to meet their neighbors.

-
- B. Express the interdependence of Davis and UCD in the design of the city and of the campus.

-
- C. Retain the Core Area as a multi-function downtown serving as the city's social/cultural center, primary retail business and professional and administrative office district, in a manner that enhances pedestrian activity.

Features that could be incorporated to achieve this include plazas and mid-block pedestrian passageways.

-
- D. Avoid uniform design standards and residential densities that are either uniform or uniformly mixed.

-
- E. Include greenbelts in new development areas to strengthen the distinctive community character already established in several Davis neighborhoods.

Implementing Policies

- F. Create open space between urban and agricultural uses to provide a visual edge.

-
- G. For new development areas require specific plans or master plans to indicate building types, densities, and the amount of variety to be provided within each area of similar housing type and density.

Avoiding chaotic variety and monotonous uniformity both within and among neighborhoods is particularly important in a city where all sites are similar and designs for remaining sites may be approved during a short period. Rigid rules are inappropriate. Housing Element policies also require master plans to show the location of required affordable units.

-
- H. Enhance the sense of neighborhood by locating parks, shopping centers, schools and other institutional uses on prominent, central sites where they will "belong" to the area they serve.

-
- I. Adopt development policies for each major arterial street.

Each new and existing arterial has a particular set of needs and constraints: right-of-way, bike and auto volumes, parking need, available landscape space, and access requirements. Street-tree selection, making greenbelts visible from arterials, and providing wide planting areas in front of sound walls where they cannot be avoided are ways of giving each street a distinct identity.

- J. Limit development adjoining I-80 to large sites and nonresidential uses with generous landscaping. Allow identification signs only facing the freeway.

For a community split by freeways, Davis has fared well. Highway 113 is below grade and I-80 seems to go past, rather than through the city. New development adjoining I-80 will heighten the perception that the city is split by the freeway.

- K. Evaluate existing city regulations to ensure that goals of environmental protection, housing opportunity and design quality are balanced.

The strong interest in the physical environment among Davis voters is expressed in high levels of development regulation. These must be examined to verify the extent to which they meet all City policies.

- L. Adopt an ordinance or policies relating to art in private development.
-

2.3 HOW TO READ THE GENERAL PLAN MAP

The General Plan map portrays a desired land-use and circulation pattern for the time when Davis reaches its designated ultimate size. Whether buildout is reached before or after 2010 will depend on growth-management policies consistent with the General Plan.

The land-use classifications described below cover both public and private development, and serve as a guide for zoning regulations and subdivision design. Zoning regulations must be consistent with the General Plan, but land allocated for urban development will remain zoned for agriculture until annexation and development approval.

The General Plan will always differ from the zoning map because it is general. An exception is greenbelts, which are indicated schematically. The Plan does not prescribe that zoning or current uses in small areas should be changed to match the land-use classifications of the Plan, or that current use in such areas should be changed.

2.3.1 Land-Use Classifications

The following descriptions apply to the uses indicated on the General Plan map, except within the South Davis Specific Plan area which is subject to more detailed regulations.

Residential

Some public and semipublic uses, such as schools, child care, group care, and religious assembly, may be appropriate within areas designated for residential use. Greenbelts and other private recreation areas are also included within residential areas. A maximum of three acres of commercial use may be permitted within an area with residential designation on the map. Such development would be in addition to those areas already designated for nonresidential development on the General Plan Map, and would be in lieu of residential development. Any such additional commercial development shall be situated on a collector or arterial street, and should be neighborhood-convenience oriented.

Low Density. Attached and detached single-family units, including mobile homes; all lot sizes, duplexes, triplexes and row houses of four or fewer units. Locations designated for single-family development can be uniform or can include a mix of attached and detached units, provided average density in new development areas does not exceed 2.5 to 4.2 units per gross acre (about 3.1 to 5.6 units per net acre). Lower densities are required in portions of the South Davis Specific Plan area, and may be permitted in other areas.

Infill projects may have a gross density exceeding the 4.2 units/acre limit. Infill projects, in this case, are those projects which were the City limits prior to the adoption of the General Plan (December 24, 1987) and also meet one of the following criteria:

- a. Had an approved housing allocation; or
- b. Had an approved intent to allocate and, if necessary, had a rezoning application on file in the Community Development Department; or
- c. Had an approved City subdivision or greenbelt agreement.

Medium Density. Single-family or multi-family residential development with densities from 4.2 to 10.0 units per gross acre.

High Density. Includes apartment, condominium, town house, and other development types with five or more units in a structure. Also includes detached residential developments at allowed densities, such as mobile-home parks. Densities are limited to 10.0 to 15.0 units per gross acre.

High Density - Core. Development with a maximum density of 30 units per net acre in that portion of the Core Area east of B Street.

The densities listed do not include density bonuses for inclusion of housing for low-and moderate-income households or seniors as required by Government Code Section 65915. See also Housing Element policies 5.1 N and 5.2 F.

Existing developments, if built pursuant to General Plan and zoning requirements at the time of project approval, will be considered to be in compliance with the Element, even if built at densities higher than those shown on the Land Use Map. This General Plan will not preclude their being rehabilitated or allowed to rebuild if destroyed, up to the density prior to rehabilitation or destruction, subject to zoning and other standard City requirements. Additional units will not be allowed unless consistent with maximum General Plan densities.

Small-scale support facilities, such as limited medical or retail facilities, may be determined to be appropriate uses within housing complexes designed for senior and/or disabled residents.

Living group locations are not specified on the General Plan map, but are addressed by Policy 2.5 P. Living groups are consistent uses in all residential designations, subject to discretionary approval.

Policies which refer to "Single-family areas" shall be interpreted as referring to Low Density and Medium Density designations, while Policies which refer to "Multi-family areas" shall be interpreted as referring to High Density and High Density-Core Designations.

Residential uses may be allowed in areas designated Nonresidential, subject to discretionary approval.

Nonresidential

Retail Shopping. Both the six-block heart of the Core Area and neighborhood shopping centers are intended to provide a concentration of stores that allows each to benefit from the presence of the others. Professional and administrative offices may be limited to a small proportion of ground-floor frontage, but are encouraged tenants for upper stories in this zone within the core area. Total floor area is limited to 25 percent of the net site area except in the Core Area where it may reach three times the site area. Parking structures are excluded from calculations of floor area ratio.

For the Retail Shopping area located outside the Core Area, in the case of existing development or proposed development that had an application for rezoning or other entitlement on file with the Davis Community Development Department by December 24, 1987 and approved by the City Council (or Planning Commission if authorized to take the final action) by May 18, 1988, the above floor area ratio shall not apply. In these cases, the maximum floor area ratio shall be limited to the applicable zoning ordinance standards. However, in no case shall the total floor area ratio exceed 45 percent.

As there is a significant need for child-care facilities to be included in private developments, child-care facilities may be appropriate uses within any of the following land-use classifications, with the exception of Greenbelts, Urban Reserve, Greenbelt/Agricultural Buffer, or Agriculture. The City intends to adopt an ordinance or policies relating to child care.

Retail with Offices. (Core Area only) Mixed retail and office uses with retail uses dominant. Uses need not be mixed on individual parcels. Retail uses include stores,

restaurants, hotels, and commercial recreation. Offices include business, professional, governmental and medical offices. Apartments may be included. The floor area ratio is the same as for Retail Shopping.

Office. Administrative, professional, government and medical offices. The maximum floor area ratio outside the Core Area is 35 percent.

In the case of existing development or proposed development that had an application for rezoning or other entitlement on file with the Davis Community Development Department by December 24, 1987 and approved by the City Council (or Planning Commission if authorized to take the final action) by May 18, 1988, the above floor area ratio shall not apply. In these cases, the maximum floor area ratio shall be limited to the applicable zoning ordinance standards. However, in no case shall the total floor area ratio exceed 45 percent.

Recreational Commercial. Includes recreation centers, athletic clubs, roller rinks, miniature golf, and other activities as determined appropriate by the Planning Commission. The maximum floor area ratio is 40 percent.

Highway/Service Commercial. Automotive sales and service, lumber yards, nurseries, storage, equipment rental, repair services, wholesale businesses. Convenience retail stores, limited professional/administrative or veterinary offices, motels and restaurants having access from a road serving freeway frontage are included. Maximum floor area ratio: 40 percent.

In the case of existing development or proposed development that had an application for rezoning or other entitlement on file with the Davis Community Development Department by December 24, 1987 and approved by the City Council (or Planning Commission if authorized to take the final action) by May 18, 1988, the above floor area ratio shall not apply. In these cases, the maximum floor area ratio shall be limited to the applicable zoning ordinance standards. However, in no case shall the total floor area ratio exceed 50 percent.

Light-Industrial/Business Park. Mixed office, research and development (R&D), and non-nuisance light-manufacturing space. Maximum floor area ratio: 35 percent.

In the case of existing development or proposed development that had an application for rezoning or other entitlement on file with the Davis Community Development Department by December 24, 1987 and approved by the City Council (or Planning Commission if authorized to take the final action) by May 18, 1988, the above floor area ratio shall not apply. In these cases, the maximum floor area ratio shall be limited to the applicable zoning ordinance standards. However, in no case shall the total floor area ratio exceed 50 percent.

Industrial. Manufacturing, warehousing and distribution typified in Davis by Hunt-Wesson and Contech (Armco). Maximum floor area ratio: 40 percent.

In the case of existing development or proposed development that had an application for rezoning or other entitlement on file with the Davis Community Development Department by December 24, 1987 and approved by the City Council (or Planning Commission if

authorized to take the final action) by May 18, 1988, the above floor area ratio shall not apply. In these cases, the maximum floor area ratio shall be limited to the applicable zoning ordinance standards. However, in no case shall the total floor area ratio exceed 50 percent.

Solid Waste Facility. A solid waste transfer/processing station.

University of California, Davis. The 3,600-acre UCD campus. Existing and proposed sites for student housing are shown in the multifamily residential tone.

Public and Semipublic. Schools, child-care facilities, hospitals and accessory medical offices, religious institutions, and utilities. Larger semipublic sites are shown to aid map reference. Some semipublic uses may be located in residential areas.

Parks/Recreation. Existing and proposed public and private recreation sites including golf courses. "P" indicates public park.

Urban Reserve. Land designated for potential urban development after development of land designated for urban uses on the General Plan Map.

Agricultural Reserve. Areas designated Agricultural Reserve are those agricultural lands identified by the City of Davis as permanent agriculture. These lands will ensure a permanent buffer between adjacent jurisdictions that will maintain the separate identities of surrounding cities.

Agricultural Open Space. Agricultural open space shall serve to protect valuable natural resources such as Class I and II (agricultural) soils. Uses include farmlands (including houses, farm buildings), and land to be used for the production of food and fiber during and beyond the 23-year planning period.

Environmentally Sensitive Habitat Areas. The purpose of Environmentally Sensitive Habitat Areas is to preserve existing wildlife habitat and develop new wildlife habitat. Possible uses include: farmland (compatible agriculture), wildlife habitat preserves, habitat for permanent and migratory waterfowl and other species, native trees and plant species, seasonal and permanent wetlands, drainage channels, bikeways, passive and low intensity recreation, nature study areas, and interpretive centers.

Davis Greenbelt. The Davis Greenbelt lies adjacent to urban development surrounding the city. It consists of continuous open space with a public access and circulation component that has minimal interaction with vehicles and a component of ongoing agricultural use. The Davis Greenbelt provides public recreation areas, semi-public areas, and buffer areas. Possible uses include: public access, public access for community and non-commercial open space and recreational uses, community gardens, urban forests, biking, jogging, hiking, and equestrian trails, retention ponds, athletic fields, horse stables, field and row crops, orchards, organic farms, natural habitat preserves, landmark or historic sites, and drainage channels and/or overflow area for flood control. The Greenbelt shall have an average width of 1500 feet and a minimum width of 500 feet. The public access portion of the greenbelt shall be a minimum of 100 feet in width.

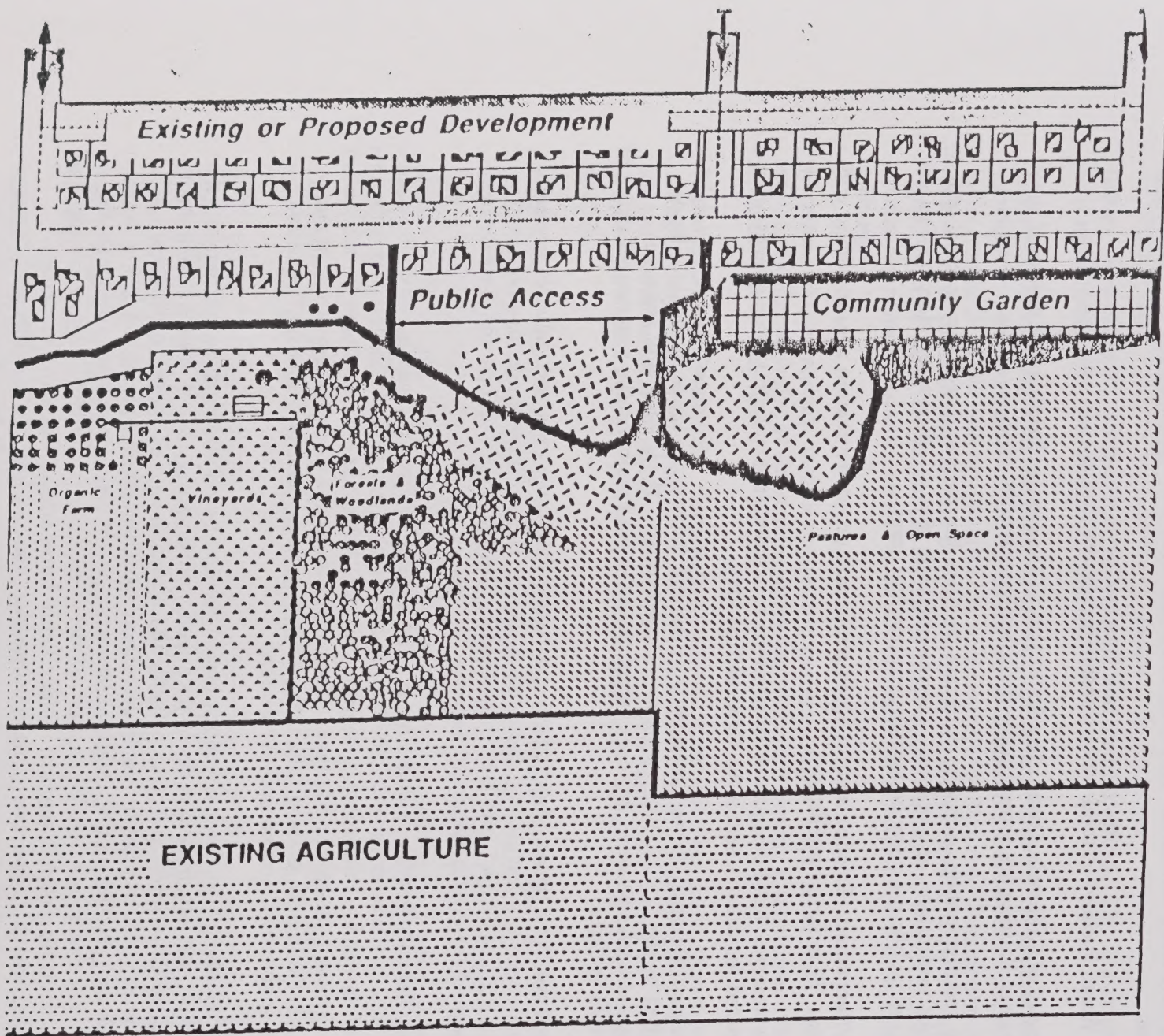


FIGURE 3
GREENBELT/AGRICULTURAL BUFFER

Connector Greenway. Connector Greenways, following natural and manmade drainage channels, roadways, railroad and utility easements, link the outside edge of urban development and activity to outlying nature reserves, wetlands, City recreational facilities, and future regional parks and open space. Connector Greenways will vary in width and include a variety of land uses, including passive recreation. Possible uses include: bikeways, native plants, rest stops, trails, and directional and interpretive signs.

Neighborhood Greenbelt. Neighborhood greenbelts consist of public open spaces within urban development that provide safe and secure linear parkways and connectors close to residents as alternatives to biking or walking on streets. Neighborhood greenbelts connect to the Davis Greenbelt, Greenstreets, parks, other greenway elements, and other public facilities. Public uses include: existing and proposed neighborhood open space corridors developed with landscaping and trees, bikeways, benches, picnic areas, lighting, barbecue sites, play areas, meadow areas as open space, horseshoe pits, and volleyball courts.

Greenstreets. The primary goal of Greenstreets is to provide convenient and attractive circulation routes for bicyclists and pedestrians, as well as for cars. These circulation corridors shall create a cohesive network that promotes modes of non-motorized transportation by linking activity centers within the city limits.

Parks and Recreation. Park and Recreation areas include all existing and future neighborhood and district parks, public golf courses, and other public recreational facilities within urban development. Park and recreation areas offer traditional park amenities. Possible uses include: existing and proposed public and private recreation sites, including golf courses, baseball fields, tot lots and play apparatus, adult playing fields, soccer fields, swimming pools, community center buildings, after school care facilities, art in public places, facilities for night time recreation in district parks, trails, benches, interpretive markers, picnic areas, barbecue facilities, water fountains, landscaping and irrigation, trees for shade and wind protection, visual and sound screens, shade structures (including arbors), trellises, and passive and active facilities.

Community Infrastructure. Primary elements of Community infrastructure include flood control, waste water treatment, water production and delivery, power generation, and landfill facilities. These facilities also serve secondary roles as greenway elements such as Connector Greenways and Nature Reserves and as irrigation water (treated wastewater).

2.4 RESIDENTIAL AREAS

The Residential Areas component of the Land Use Element covers location and design concerns; the Housing Element focuses on needs and price.

Section 2.1, Growth Management and Growth Limits includes policies relating to the effect of growth limits on housing supply.

TABLE 4
EXISTING AND PLANNED HOUSING UNITS BY GEOGRAPHIC AREA

Data Unit	EXISTING - 10/31/87			GENERAL PLAN - PROBABLE BUILDOUT		
	Single-family	Multi-family	Total	Single-family	Multi-family	Total
Northwest	132	0	132	186	0	186
North Central	14	8	22	1,784	128	1,913
Northeast	22	6	28	22	6	28
West Davis	1,852	1,163	3,015	2,526	2,299	4,825
Central Davis	3,932	3,374	7,306	3,951	3,789	7,740
East Davis	3,293	1,821	5,114	3,900	2,233	6,133
East Davis/Mace	0	0	0	1,334	576	1,910
U.C. Davis	0	676	676	0	736	736
Core Area	176	316	492	101	636	737
South Davis	1,858	733	2,591	3,100	1,795	4,895
Southeast	147	0	147	147	0	147
Planning Area Total	11,426	8,097	19,523	17,051	12,198	29,249

1. Probable buildout of the General Plan is assumed to fall in the upper third of the range of densities allowed (from 2.5 to 4.2 du/gross ac. for single-family residential development and from 10 to 15 du/gross ac. for new multi-family residential development).
2. Buildings with four units or less and mobile homes are considered single-family, the remainder, multi-family.
3. Group Living Quarters have not been included here; there are 5,072 beds existing in the planning area (1,948 in the city and 3,124 at UCD). An Additional 1,860 beds are projected by the General Plan to be built on the UCD campus, giving a total of 6,932 at buildout.
4. 75 single-family dwelling units in the COre Area are assumed to be converted to either commercial or multi-family residential uses.
5. In areas where greenbelts or the greenbelt/agricultural buffer are designated on the General Plan, land area available for residential development may vary from that assumed here.

Sources: City of Davis Department of Finance Land Use Inventory, August 1, 1987; Omni-Means; Blayney-Dyett.

TABLE 5
EXISTING AND PLANNED COMMERCIAL DEVELOPMENT BY DATA UNIT

Data Unit	EXISTING - 1987				GENERAL PLAN - TOTAL				
	Commercial 000 Sq. Ft.	Office 000 Sq. Ft.	Industrial Acres	Business Park Acres	Retail 000 Sq. Ft.	Office 000 Sq. Ft.	Industrial Acres	Business Park Acres	Service Commercial Acres
Northwest	0	0	0	0	0	0	0	0	0
North Central	0	0	11	0	0	0	11	0	0
Northeast	0	0	0	0	0	0	0	0	0
West Davis	7.2	5.7	0	0	95.2	152.3	1.8	0	0
Central Davis	182.7	117.2	0	0	317.6	128.9	0	0	0
East Davis	377.5	302.9	143	0	416.2	349.1	209.6	0	28
East Davis/Mace	0	0	28	10	100	300	35	120	0
U.C. Davis	0	0	0	0	100	100	0	0	0
Core Area	420.3	381.1	0	0	568.9	503.9	0	0	0
South Davis	181.7	192.6	0	9	257.4	361.6	0	97.5	0
Southeast	0	0	0	0	0	0	0	0	0
Planning Area Total	1,169.4	999.5	182	19	1,855.3	1,895.8	257.4	217.5	28
Existing City Total	1,169.4	999.5	143	9	1,655.3	1,378.2	211.4	97.5	0
Unincor- porated Area Total	0	0	39	10	200	517.6	46	120	28

Note: "Commercial" consists of retail and highway/service commercial.

Sources: City of Davis Department of Finance Land Use Inventory, August 1, 1987; Omni-Means; Blayney-Dyett.

Guiding Policies

- A. Maintain an approximate 60:40 ratio of single-family to multifamily housing.

Additions to the apartment stock produced a vacancy rate in 1987 approaching the 5 percent level needed for choice and competitive pricing. Because UCD students, who occupy two-thirds of Davis' apartments, will represent a constant share of future population, the apartment ratio should be maintained.

- B. Add apartments at locations convenient to UCD; reduce apartment share in peripheral neighborhoods.

As the city grows, students' bike and bus travel time to the campus needs to be minimized. This aim works in concert with a desire for larger single-family lots in new neighborhoods on the periphery.

- C. Include a mix of housing types, densities, prices and rents, and designs in each new development area.

This policy calls for variety and price distribution throughout the city, but does not require that each phase of a project include the full spectrum of housing types and prices. Neighborhoods of single-family homes on large lots would be consistent with the policy.

- D. Locate most larger apartment complexes along arterial streets. Apartment complexes shall be varied in size, density and design through standards that restrict large, homogeneous building concentrations and undifferentiated building facades.
-

- E. Locate student living groups on or near the campus.
-

- F. Make greenbelts, typically including bikeways, a feature of new development areas.
-

- G. Make provision in residential areas of each major new development area for institutional uses that are needed near homes and which benefit from a residential environment. These include places for religious assembly, child care and adult day care, disabled persons (physically, mentally or developmentally), nursing homes, half-way houses, and social organizations.
-

Implementing Policies

- H. Limit multifamily density to 10 to 15 units/gross acre except in that portion of the Core Area east of B Street where the density is not to exceed 30 units per net acre. These standards exclude density bonuses. (See policies 5.1N and 5.2 F.)
-

- I. Limit average single-family density to 2.5 to 4.2 units per gross acre (approximately 3.1 to 5.6 units per net acre) except where the South Davis Specific Plan requires larger sites. This standard excludes density bonus. (See policies 5.1 N and 5.2 F.)

This density represents an average of recent single-family development, and allows a mix of larger lots, duplexes, triplexes, and zero-lot-line homes.

- J. Limit apartment complexes designed, constructed, or managed as a single project to 150 units, not including any density bonus.

Interpret Land Use Element policy 2.4.J regarding a 150 unit limit on apartment complexes, exclusive of density bonuses, to allow total unit and size discretionary consistency interpretation for each project. This interpretation is to be based on the overall project design and compliance with Land Use Element Policy 2.4.D which restricts large, homogenous building concentrations and undifferentiated building facades. Projects built since 1980 average just over 100 units.

- K. Provide greenbelts as a central design feature of new development areas.
-

- L. Professional office uses are to be allowed as conditional uses within multi-family land use area, provided that the resulting traffic generation would not exceed that of a multi-family project at the highest permitted multi-family density.
-

2.5 CORE AREA

Maintaining and enhancing the vitality of the Core has been a firm policy for more than 25 years, but there have been widely differing ideas about the feasible scale and intensity of development. Questions surrounding this area include: Can the Core attract major department stores and if so, should it? Can traffic and parking capacity to support retail expansion be provided? Should existing single-family homes be preserved? Can apartment construction be stimulated?

Core Area policies of the General Plan advocate increasing retail space from 420,000 square feet in 1987 to 670,000 square feet -- a gain 20 percent greater than the population increase to holding capacity. This is a significant growth, taking account of the scarcity of large sites, the desirability of preserving pedestrian scale, and the presence of a regional shopping center in Woodland.

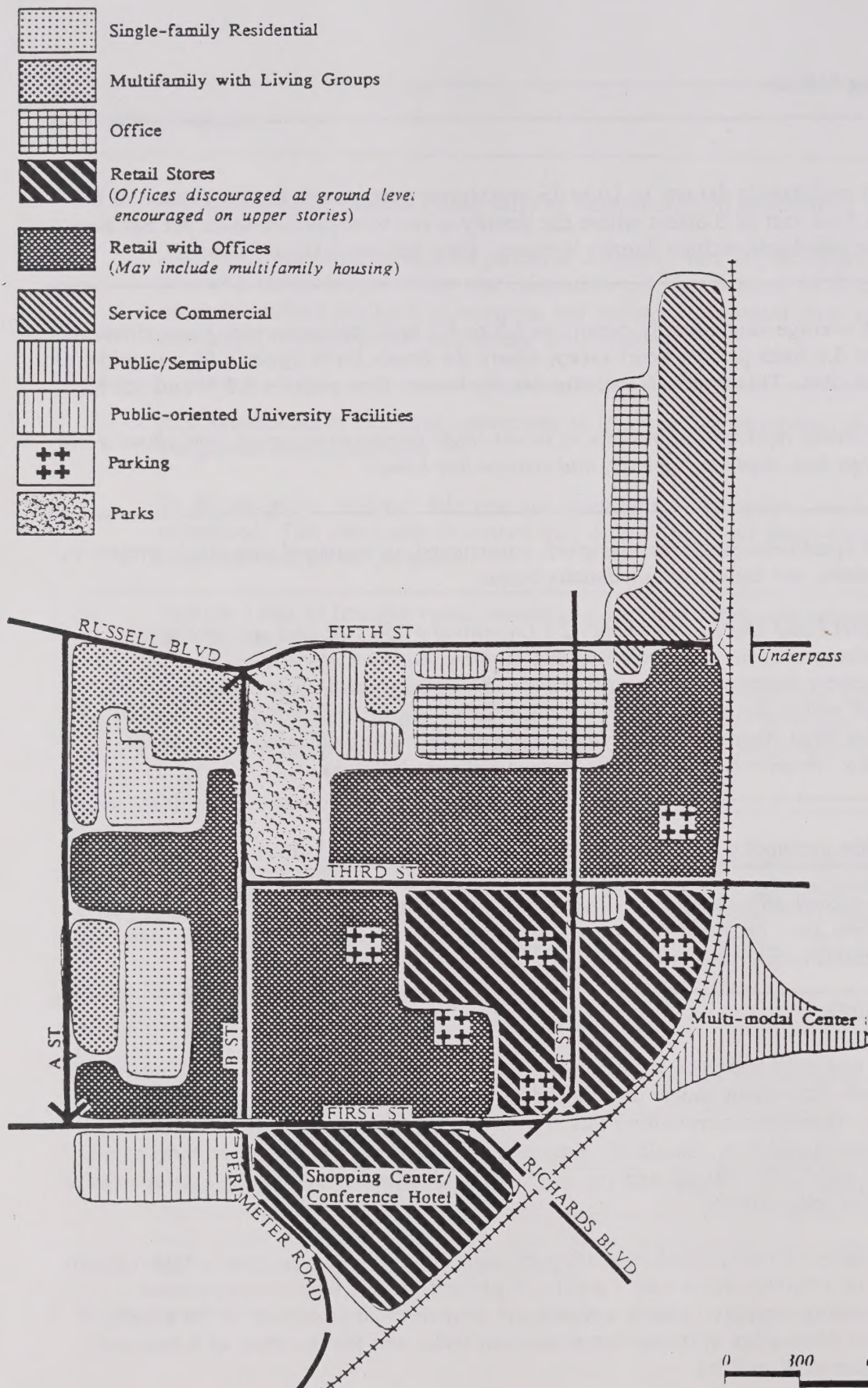


Figure 4: CORE AREA INSERT TO GENERAL PLAN

The Core Area Plan illustrated in Figure 4 is an insert to the General Plan Map, but is drawn at larger scale for readability. The location of land uses is conceptual and is not parcel specific.

Guiding Policies

- A. Maintain the Core Area as the city's social/cultural center, including the primary center of retail business, and professional and administrative office district. Include features to enhance pedestrian activity.

Adherence to this policy probably has been most responsible for Davis' small, university-city character. Not too upscale or contrived but not too drab, the Core is a meeting place for members of the University and non-University communities. Owner-operated businesses, bikes, and on-street parking offer an ambience that cannot be created at the shopping centers desired by large-store, high-volume retailers.

-
- B. Add strong retailers to increase shopping convenience, employment, and sales tax revenue.

The Core Area Plan provides space for retail expansion in step with population growth. With more than half the purchases of apparel, general merchandise and home furnishings now being made outside the planning area by Davis residents, retailers who understand the Davis market should do well.

-
- C. Keep non-medical professional and businesses offices in the Core.

Offices support restaurants at lunchtime, allow businesspersons to meet by chance on the street, bring retail customers downtown, and fill two- and three-story buildings. Off-site parking that can be reserved will be essential.

-
- D. Accommodate new building with floor area up to three times site area, but maintain scale transition and keep enough old buildings to retain small-city character.

-
- E. Plan off-site parking to meet office and retail demand.

Without mid-block parking lots acquired by assessment district in the early 1960s, the Core's retailing might not have survived. Land prices and the value of a compact Core now justify parking structures on existing and new mid-block sites. Restrict on-site parking lots in the front of buildings located within the approximately six-block area of the Core Area designated "Retail Stores" between First and Third Streets.

- F. Strengthen the visual connection between the Core and the University.

Despite proximity, the campus and the business district do not support each other as they do in Berkeley, Westwood, Princeton, or Cambridge.

- G. Add apartments in the Core.

No other similarly convenient off-campus location remains, and Core residents are the best guarantors of vitality and safety at all hours.

Implementing Policies

- H. Support development of a conference hotel and shopping center on UCD's Aggie Villa site at First Street and Richards Boulevard.

The 10 acres east of a possible connection of the new campus Perimeter Road to B Street could include a 150-room conference hotel and up to 100,000 square feet of retail space. Annexation to Davis is assumed. This project would produce substantial revenue for both UCD and the City and would create the needed linkage of town and gown.

If the Aggie Villa site is not developed in this manner, an alternative site consistent with the Core Area Plan for a 100,000-square-foot retail complex would be 1 ½ blocks between Third and Fourth streets, east of C Street.

- I. Plan for the addition of approximately 50,000 square feet of retail space and approximately 120,000 square feet of office space north of First Street.

Retail space in addition to space existing and approved, mainly on First and Third streets, and offices over retail stores and north of Fourth Street, will add 600 jobs in the Core.

- J. Acquire additional mid-block public parking sites; allow construction of multilevel parking structures on new and existing sites to add about 1,000 parking spaces north of First Street within two blocks of parkers' destinations.

The Core's typical parcel sizes generally limit feasible on-site parking to a single subterranean level. Large parking lots or corner lots would disrupt retail continuity and destroy the urban feel. Additional parking will require a new assessment district, a business-improvement district collecting a business license surcharge, Redevelopment Agency funds, or some combination of these sources. The Core must have enough parking for customers, clients, and employees.

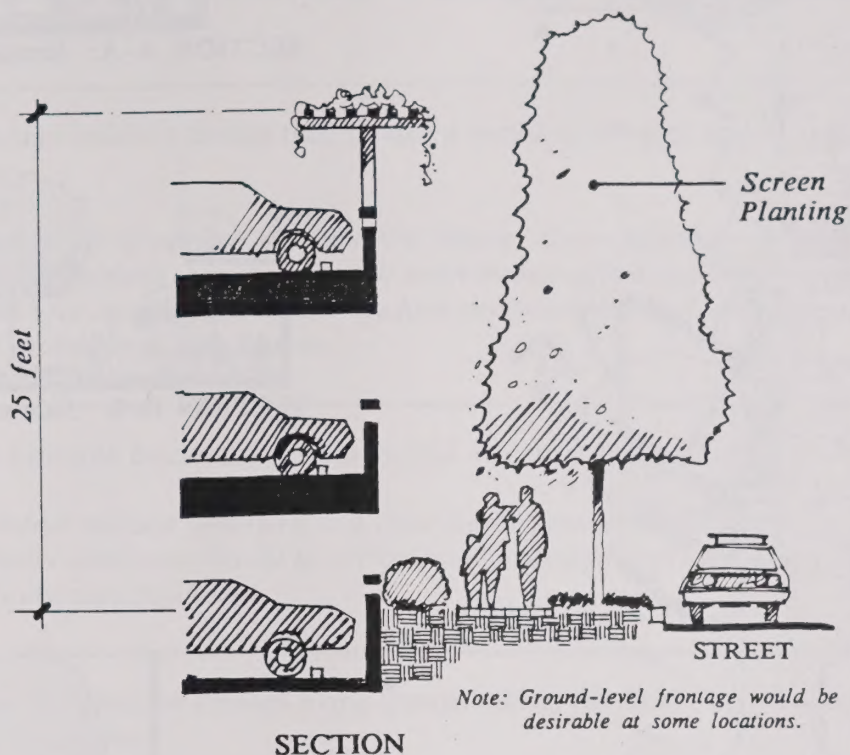


Figure 5: MULTILEVEL PARKING CONCEPT

- K. Limit ground-floor office use in a six-block intensive retail area (see Core Area Plan); encourage offices on upper floors. Limit building floor area to three times the lot area.

Non-retail gaps along retail blockfaces discourage shoppers and are regulated in several California cities. One or two levels of office over stores is an ideal building type for the Core if off-site parking is provided. A mix of one-, two- and three-story buildings will enhance blocks that are now all one story.

- L. Add pedestrian amenities.

Landscaping, paving, and outdoor seating financed by Redevelopment Project funds or included as part of parking lot or garage construction will strengthen the Core's appeal. Pedestrian "launchers" at intersections shorten street crossing distance without losing parking space. A central pedestrian plaza area should be developed as close to the heart of pedestrian activities as possible. Paseos, or mid-block pedestrian passageways, might lead to it.

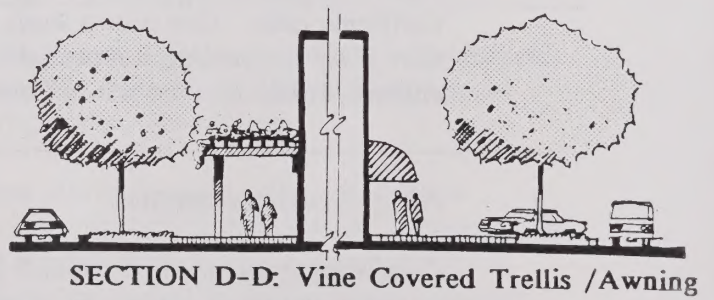
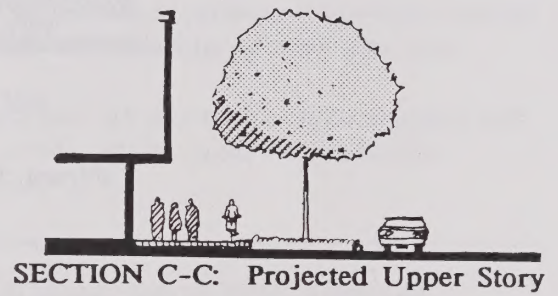
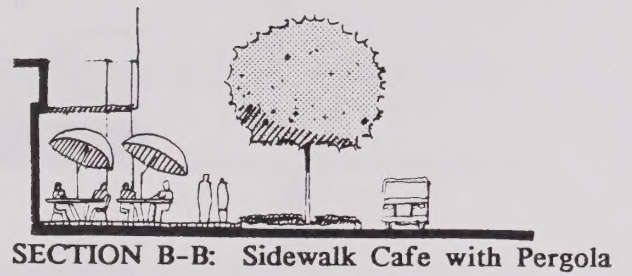
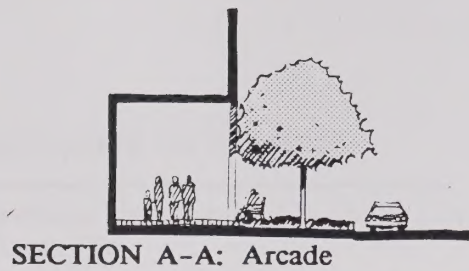
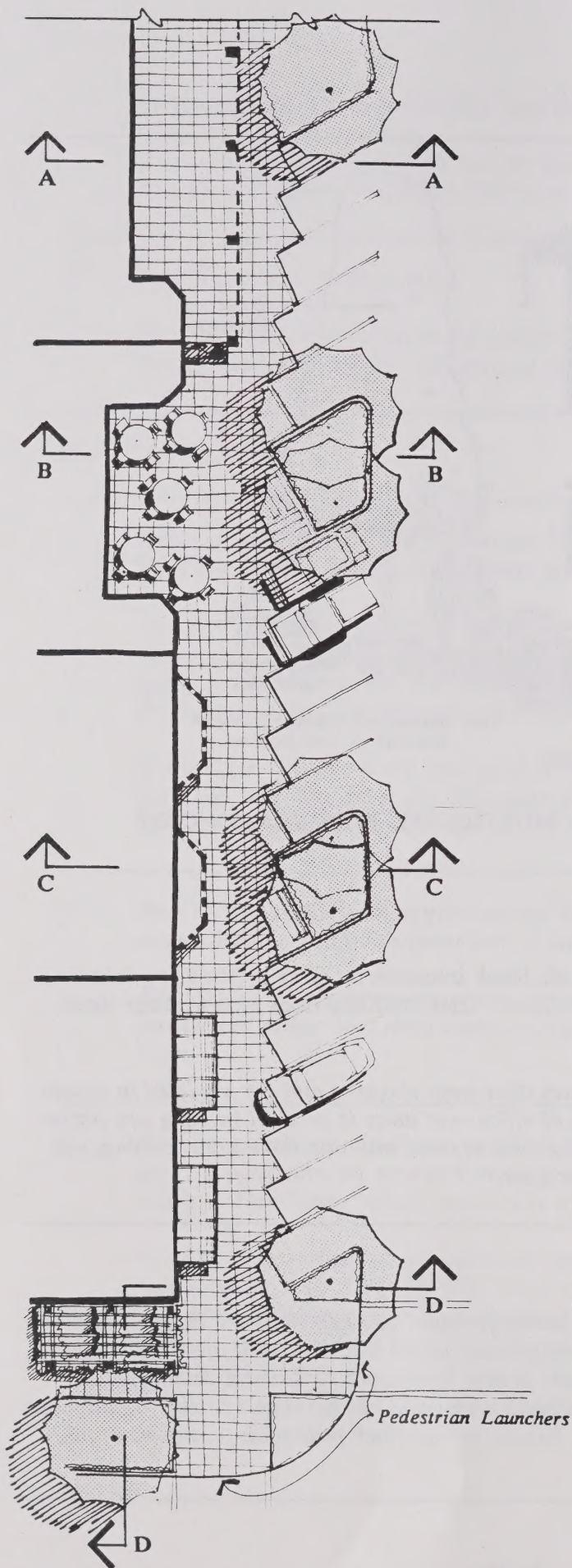


Figure 6: CORE AREA STREET WALL AND SHADED SIDEWALK CONCEPTS

- M. Strengthen the Campus-to-Core bike linkage along Third Street.

Ways to make the street more attractive for bike use, short of the bikes-only proposal of the 1960s, need study.

- N. Encourage building design that creates a varied street wall and provides sidewalk shade.

Encourage use of awnings as a unifying feature. In addition to awnings, upper-level building projections over the sidewalk and creation of arcades could be approved as part of a plan for an entire blockface. Include pedestrian-scale street lighting and encourage use of gaslight-style light fixtures.

- O. Make Richards Boulevard a monumental entrance to Davis and the Core.

The present railroad underpass is a clear but unattractive signal of arrival in Davis. A new, wider underpass should be architecturally distinguished and linked to the freeway by a landscaped boulevard.

- P. Provide for sites for student living groups within the Core Area and other areas near the UCD campus.

Recognizing the incompatibilities between living groups and single-family homes, this is the only area close to the campus which is potentially available for expansion of living groups. Policies will be needed to prevent preemption of sites by other uses and to minimize nuisances for remaining single-family homes during a transition period.

2.6 RETAILING AND COMMERCIAL SERVICES

Core Area primacy has always been Davis' governing retail-development policy. During General Plan revision, the possibility of adding sales tax revenue, shopping convenience, and jobs in a medium or large freeway-oriented shopping center was examined, and the policy prohibiting such a center was again affirmed.

The General Plan's policies for retailing seek to maximize tax revenue and convenience, but not at the expense of the feature that most clearly distinguishes Davis from the usual suburb.

Guiding Policies

- A. Maintain policy of siting small neighborhood shopping centers, each at the focal point of neighborhoods they serve, instead of fewer larger centers.

In addition to being less likely to attract stores that are wanted in the Core, centrally located neighborhood centers enhance neighborhood identity and offer convenience.

- B. Provide locations in several sectors of the city for commercial services, such as automotive sales and repair, building materials, contractors' yards, nurseries, and small convenience stores.
-

Implementing Policies

- C. Add two neighborhood shopping centers -- one in East Davis/Mace and one in South Davis -- to facilitate creation of a neighborhood-focused activity center.

Two new shopping centers in other parts of the city had been approved and were pending construction as of December 1987: Farmtown in West Davis and Marketplace on Covell Boulevard in North Davis.

- D. Continue to regulate maximum floor area limits for supermarkets.

2.7 OFFICES AND INDUSTRY

In 1987 only 6 percent of the full-time jobs in Davis were in basic industries other than UCD. Basic, as opposed to local-serving, refers to those industries that produce goods or services consumed mainly by persons whose permanent residence is outside the Davis Planning Area. Hunt-Wesson, Calgene, Plant Genetics, and Pacific Standard Life Insurance are leading basic industries.

The General Plan adds business-park space (light manufacturing, research and development, and office space) to take advantage of UCD's attraction to new-technology industries and the Sacramento Metropolitan Area's demonstrated ability to attract industry over higher cost California locations. When industrial areas and business parks designated by the General Plan are fully developed, they are projected to provide 7,100 jobs -- 27 percent of the total jobs in the Planning Area -- as shown below.

INDUSTRIAL AREA AND LIGHT INDUSTRIAL/BUSINESS PARK EMPLOYMENT HOLDING CAPACITY

	Acres	Employees per Acre	Total
Light Industrial/ Business Park	218	25	5,450
Industrial/ Manufacturing	129	10	1,290
Industrial/ Warehousing and Distribution	129	5	645
Total	476	--	7,385
Assume Approximately 5 percent Vacancy			-285
TOTAL NET EMPLOYMENT			7,100

Other communities in the metropolitan area have designated business-park sites, which, if all were developed, could hold twice the space projections studies indicate will be occupied by 2010. This makes uncertain the buildout period of available sites in any single jurisdiction. Although a late starter in industrial development, Davis offers an exceptional combination of human resources and living environment.

Guiding Policies

- A. Encourage University-related research establishments, administrative offices, and manufacturers using non-nuisance processes to locate in Davis.

Opportunities to benefit from UCD faculty research in new technologies and a high-quality labor force, including students available part-time, make Davis a potentially attractive location.

- B. When feasible, encourage non-labor-intensive industrial land uses to locate in Davis.
-

- C. Locate high-standard business parks along I-80 freeway.

Many tenants will value the visibility. High architectural and landscape standards will make business parks the most attractive urban freeway frontage use. Business parks will enable Davis to avoid residential development along at-grade freeway frontage.

- D. Ensure that business-park development accepts responsibility for helping to meet the community's recreational, social, and cultural needs, as well as its traffic-circulation requirements.

See Policy 2.7 H.

- E. Improve Davis' business climate by clarifying and simplifying regulations and processing of development applications so that enterprises considering locating in Davis will know what to expect and can anticipate timely decisions.
-

- F. Provide locations for small businesses that cannot afford rents necessary to support high-quality business-park improvements.
-

Implementing Policies

- G. Limit intensity of business-park development to an average of 25 employees per gross acre.

The trafficways system design assumes a mix of one-fourth high technology at 40 employees per acre and three-fourths other manufacturing at 20 employees per acre. Existing Davis industries average fewer than six employees per acre. Offices, typically 55 employees per acre, will have to be limited to a small portion of business-park area.

- H. Establish an equitable system for office developers/tenants to meet a share of community facilities, services, and program needs related to their presence.

Examples may include payments, space allocation, land dedication and maintenances, and staff or administrative responsibilities for:

- *Recreation facilities and programs;*
 - *Cultural facilities and programs;*
 - *Traffic and transportation facilities and services including Transportation Systems Management (TSM) programs;*
 - *Child-care facilities and programs;*
 - *Other social-service facilities and programs.*
-

- I. Periodically review Zoning Ordinance and Toxics Ordinance performance standards and revise as needed to ensure high environmental quality.
-

- J. Require employers to implement Transportation Systems Management (TSM) techniques, including both incentives and restrictions to reduce peak-hour, single-occupant vehicle traffic by employees, as needed to maintain satisfactory traffic-service levels.

Regulations must recognize that larger employers and larger business parks have the greatest ability to reduce vehicle trips.

- K. Devise design standards that emphasize development economy, and apply them in less prominent portions of commercial service and industrial areas.

Existing "dirty hands" industries and beginning businesses need inexpensive space.

2.8 SCHOOLS

Quality of the public schools is an often-mentioned reason for wanting to living in Davis. General Plan proposals to expand the school system are based on current enrollment per housing unit in the Davis Joint Unified School District, which includes the entire planning area and additional rural lands. Although past demographic swings have caused wide fluctuation in enrollment per dwelling unit, the four additional elementary schools included on the General Plan Map will be needed if future enrollment ratios remain within 10 percent of current levels. Table 7 lists existing and proposed schools.

For many residents, the measure of maximum desirable community size is the population that can be served by a single high school. They feel that a second high school would dilute the community support and that one of the schools inevitably would be seen as

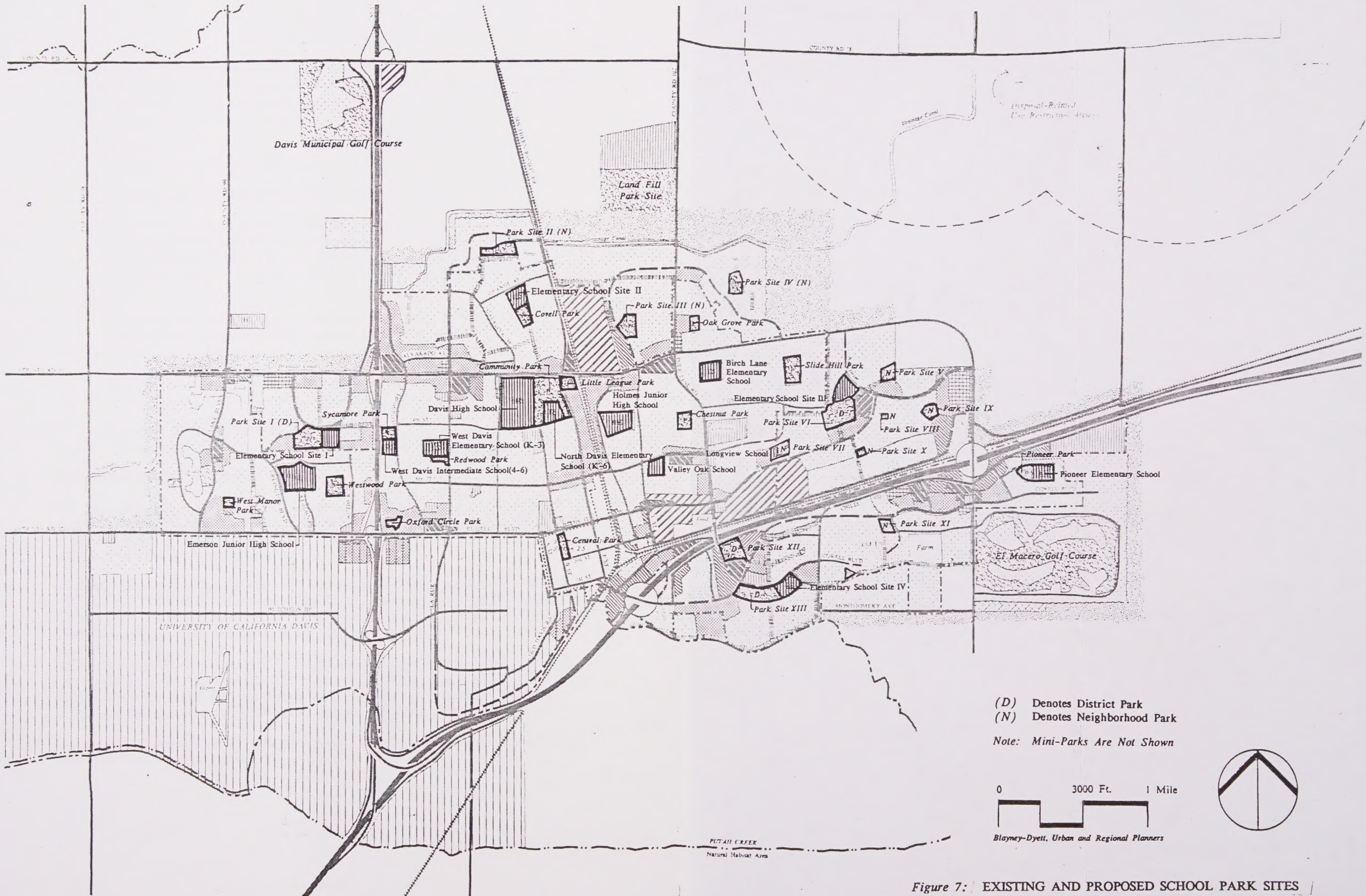


Figure 7: EXISTING AND PROPOSED SCHOOL PARK SITES

Guiding Policies

- A. Work to improve cooperation and communication between the City and the University.

Too often, planning thought has stopped at the city limit or the campus boundary.

- B. Make UCD housing needs primary considerations in the City's commitment to meet internal growth needs.

The city size at buildout as proposed by the General Plan provides housing opportunity for all segments of the University community. The present apartment share is to be maintained and sites convenient to the campus are reserved for multifamily housing.

- C. Urge the University to adopt an ultimate UCD size consistent with the City's desire to maintain itself as a small city.

Enrollment limits in force at Berkeley and UCLA for decades are based on the Regents' belief that perpetual growth would erode academic quality. Davis asks the University to review the City's reasons for limiting growth and to consider establishing a consistent University-growth policy.

- D. Support the University's policy of providing housing for 25 percent or more of its enrolled students and extension of the policy beyond 2000, the present horizon date of UCD's long-range plan. Urge the University to provide on-campus housing for living groups.
-

- E. Request the University to add a Transportation Systems Management (TSM) program to its Long Range Plan. (See also policy 4.1 D.)

A TSM program would reduce peak-hour vehicle trips by encouraging carpooling and vanpooling and by assigning parking locations that result in the use of the least-congested route between the user's home and the campus. A similar program is in operation at UCLA.

- F. Encourage the University to develop the Aggie Villa site on First Street in a manner that will strengthen the Core Area. (See policy 2.5 H.)

The east end of this site is the only available location for a conference hotel and shopping center that would enhance the Core Area's vitality and University flavor. The remainder of the site would be appropriate for University facilities widely used by the public, including University Extension, exhibit space, and offices.

G. Encourage the University to develop mechanisms with private developers to prioritize local housing for UCD employees.

H. Rely upon the University to provide on-campus student to provide for accelerated enrollment beyond 24,000 students by year 2000 and 26,000 students by the year 2010, and for increased housing demands for any graduate students beyond the fall 1987 percentage of graduate students.

I. Encourage the University to provide housing for service employees.

FIGURE 7A

LAND USE ELEMENT

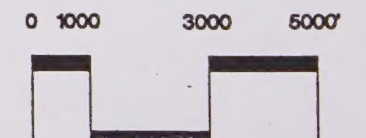
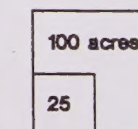
	Residential-Low Density Detached/Attached; 2.5 to 4.2 Units per Gross Acre
	Residential-Medium Density Detached/Attached; 4.2 to 10.0 Units per Gross Acre
	Residential-High Density 10.0 to 15.0 Units per Gross Acre
	Retail Shopping
	Office
	Highway/Service Commercial
	Light Industrial/Business Park
	Industrial
	University Of California, Davis
	Public/Semi-Public
	Parks/Recreation P Denotes Public Park
	Commercial Recreation
	Greenbelt Schematic Indication
	Greenbelt/Agricultural Buffer Schematic Indication
	Agriculture
	Urban Reserve
	Solid Waste Facility
	Freeway Interchange Subject to Redesign
	July 1993 City Limits

NOTES

1. Adopted December 24th 1987
2. Revised August 1993.
3. A maximum of three acres of commercial use may be permitted within an area designated as residential per Section 2.3.1 of the Land Use Element.
4. Precise location of East Davis multifamily residential uses to be determined by the East Davis Specific Plan.
5. For Transportation & Circulation see Vehicle Circulation Map.

Copies of the land use element map for the entire Planning Area are available at the City of Davis Community Development Department.

DAVIS GENERAL PLAN



3. OPEN SPACE ELEMENT

"The Greenway Plan"

The purpose of the Open Space Element is to integrate the various open space features contained in the planning area. These open space features include habitat areas, wetlands, agriculture, public access paths and trails, and parks. The primary goals of the element are the creation of continuous public open space, the creation of Connector Greenways or links to connect open space areas, and the enhancement of native vegetation and wildlife habitat. Figure 7B depicts the Open Space Element.

The Open Space Element is also known as the Greenway Plan. The concept of a Greenway Plan originated in work done in the Landscape Architecture Program at the University of California at Davis.

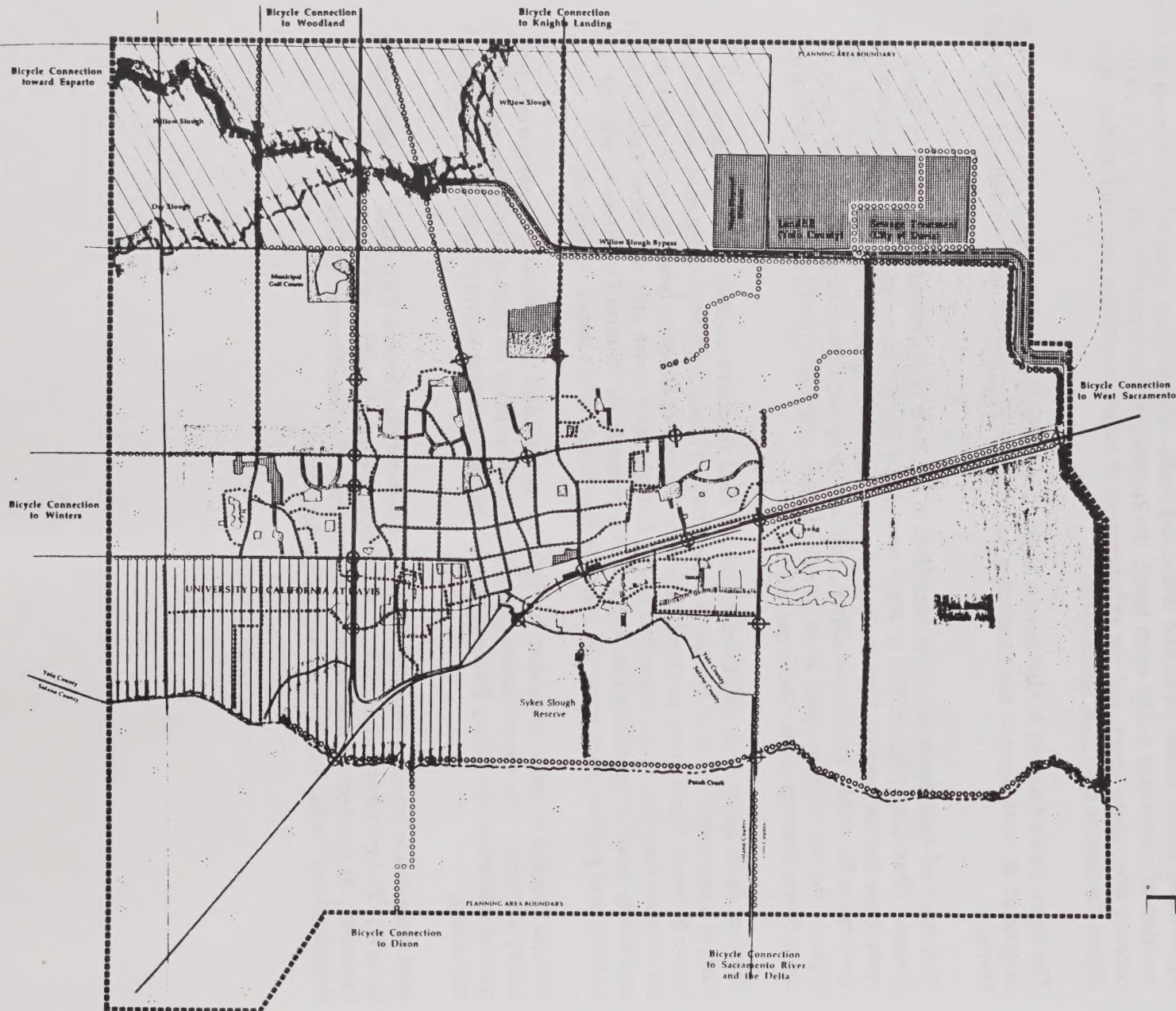
Four types of open-space lands are identified in the state requirements for the Open Space Element (Gov. Code, Sec. 65560 et seq.): open space for the preservation of natural resources; open space for the managed production of resources; open space for outdoor recreation; and open space for public health and safety. Any action by the City to acquire, dispose of, or regulate the use of open-space lands in any of these categories must be consistent with the Open Space Element (Gov. Code, Sec. 65566).

The four open space types identified above are land functions or roles that encompass the various open space needs of the Davis community. Through the implementation of the Open Space Element, Davis seeks to coordinate these various open space lands to create areas that serve more than one of the identified roles. A single open space area may serve Public Health and Safety goals of providing flood protection, preserve the Natural Resources of wildlife habitat, and provide open space for Outdoor Recreation as a community amenity.

Policies relating to open space also are included in the Land Use, Schools, Conservation, and Safety elements. The Conservation Element includes policies on open space for preservation of natural resources; the Safety Element presents policies relating to open space for public health and safety.

Nine open-space land-use classifications are shown on the General Plan Map: 1) Agricultural Reserve, 2) Agricultural Open Space, 3) Environmentally Sensitive Habitat Areas, 4) Davis Greenbelt, 5) Connector Greenways, 6) Greenbelts, 7) Greenstreets, 8) City and Neighborhood Parks, and 9) Community Infrastructure.

Figure 7B: DAVIS OPEN SPACE ELEMENT



DAVIS OPEN SPACE ELEMENT ADOPTED JUNE 27, 1990

	AGRICULTURAL RESERVE
	AGRICULTURAL OPEN SPACE
	ENVIRONMENTALLY SENSITIVE HANTAT AREAS
	DAVIS GREENBELT
	CONNECTOR GREENWAY
	NEIGHBORHOOD GREENBELT
	PARKS AND RECREATION
	GREENSTREET
	COMMUNITY INFRASTRUCTURE
	GRADE SEPARATION CROSSING
	WATERWAY
	UNIVERSITY OF CALIFORNIA
	YOLO/SOLANO COUNTY BORDER

NOTES:

1. The open space designations are shown schematically. Actual dimensions will be determined on a project-by-project basis.
2. The Yolo Basin Wildlife Area to the east of Davis may contain compatible agriculture.

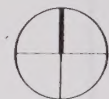


TABLE 5A

FOUR TYPES OF OPEN SPACE CLASSIFICATIONS
(STATE REQUIREMENT FOR OPEN SPACE ELEMENT)
THAT WILL HELP TO EET THE COMMUNITY'S VARIOUS OPEN SPACE NEEDS.

OPEN SPACE for the PRESERVATION of NATURAL RESOURCES	OPEN SPACE for the MANAGED PRODUCTION of RESOURCES	OPEN SPACE for OUTDOOR RECREATION	OPEN SPACE for PUBLIC HEALTH and SAFETY
---	---	--	---

Agricultural
Reserve

Agricultural
Open Space

E.S.H.A.*

Agricultural
Open Space

Davis
Greenbelt

E.S.H.A.*

Davis
Greenbelt

Davis
Greenbelt

Connector
Greenways

Neighborhood
Greenbelts

Parks and
Recreation

Greenstreets

Community
Infrastructure

* Environmentally Sensitive Habitat Area

3.1 OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES

Policies in the Conservation Element require preservation of natural habitats and conservation of natural resources. In the planning area, natural resources other than farmland consist primarily of wildlife habitat.

The State Division of Mines and Geology has studied the area and found no significant mineral resources there, although Atlantic Oil Company operates three oil wells in the East Davis area.

Environmentally Sensitive Habitat Areas

Guiding Policies

- A. For each habitat type in the Open Space Element, identify and list trees, shrubs, and ground covers suitable for native wildlife. Habitat areas may include greenbelts and parks, riparian areas, wetlands, and uplands. The plant list should emphasize native plants. An initial list is included in Appendix I.
- B. Incorporate existing habitat areas, including Putah Creek, Dry Slough, and Willow Slough, into the Greenway network. Emphasis in these areas and in all nature reserves shall be placed on wildlife habitat preservation.
- C. Conduct special-status species surveys within the Davis Planning Area to determine species presence and habitat uses. Species that should be emphasized are listed in Appendix II.
- D. Develop a list of wildlife groups (e.g. waterfowl, shorebirds, wading birds, raptors) or wildlife species that should be encouraged or protected, and map areas where these species should be protected or encouraged.
- E. Determine species to be encouraged or preserved in transitional zones between agriculture and other land uses and provide landscaping that supports those species (e.g. highest priority for rare and endangered species). This may involve restricting public access in nesting areas of certain species such as Swainson's hawks or burrowing owls.
- F. Encourage habitat enhancement in the Greenway for migratory wetland wildlife in existing drainage ponds and other appropriate areas.

- G. Require development of wildlife habitat in all future drainage pond and canal designs and provide the mechanics for long term landscaping and maintenance for those programs. Prepare revegetation and wildlife management plans for each new detention basin or drainage canal to implement the landscape and maintenance programs.
-

- H. City shall require protection of heritage oaks, riparian, and wetland vegetation in new development where feasible.

Inventory all heritage oaks in the General Plan Study Area. Inventory replacement oaks (young oaks that could become heritage oaks).

- I. Trees, shrubs, and ground cover plantings in landscaped areas shall emphasize those species with the greatest wildlife value.
-

- J. Manmade nature reserves shall serve flood control and waste water discharge functions as well as provide increased wildlife habitat.
-

- K. Within urban open space areas, provide habitat elements (e.g. roosting trees, nesting trees, etc.) for avian species, such as songbirds, hawks, and owls.
-

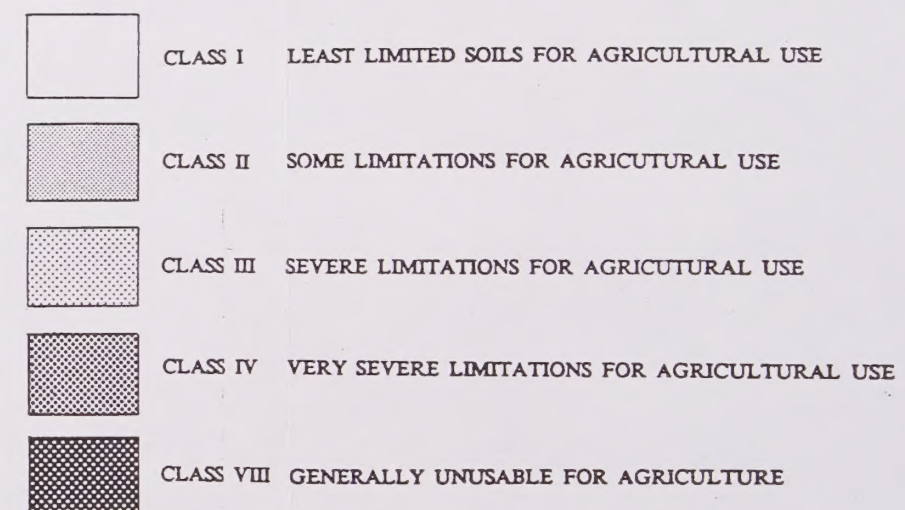
- L. Inventory wetland and riparian vegetation within the Davis Planning Area.
-

- M. Wildlife protection and habitat enhancement should take priority over human use in designated habitat areas.
-

3.2 OPEN SPACE FOR THE MANAGED PRODUCTION OF RESOURCES

The best soils surrounding Davis are to the east and south; much of this land is under Williamson Act contract as shown on Figure 8. Figure 9 shows soil classifications. The areas of soil types with the greatest limitations are to the north between the present urban area and County Road 29. The north and eastward expansion area designated by the General Plan will increase the committed urban area by about 25 percent, consuming 4 percent of the planning area's remaining open land -- mostly Class I soil.

Policies relating to the managed production of resources are also found in Section 6.5 of the Conservation Element.



Source: USDA Soil Conservation Service

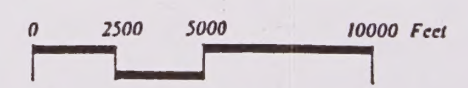


Figure 9: SOILS: AGRICULTURAL CLASSIFICATION

Agricultural Open Space

Guiding Policies

- A. Support the Yolo County General Plan goal calling for protection of prime and other agricultural land from urban development.

The Davis Area General Plan Land Use Element (Yolo County, January 29, 1976) states: "Maintenance of the agricultural economy of the county requires a minimum of urbanization, for the preservation of rich Yolo farm resources and the amenities of open space is, in the long-run, the highest and best use of this land" (p. 2). The City's Plan designates urban uses as needed to accommodate internal growth, and includes the Davis Greenbelt to protect agricultural operations.

Implementing Policies

- B. Designate lands below 25-foot elevation as floodplain and wildlife habitat to be maintained in agricultural use and wildlife refuge restoration areas.

Most of the open land in the planning area east of the existing urban area is in this category. See Figure 9.

- C. Prohibit new residential subdivisions and other urban development in areas designated Agricultural Reserve or Agricultural Open Space on the General Plan Map.

This policy supports Yolo County General Plan policy L 14, which prohibits new residential or suburban subdivisions in the agricultural designated areas. (See Land Use Element policies on the greenbelt/agricultural buffer).

- D. Seek adoption by Yolo County and Solano County of the following open-space preservation policies in their respective General Plans. Open-space uses include agriculture, outdoor recreation, and natural habitat preserves.

- Maintain open space land uses including outdoor recreation, and natural habitat preserves within the Davis General Plan Planning Area beyond the proposed urban-development boundaries.
- Support tax and economic incentives that enhance the economic competitiveness of agriculture, and wildlife habitat restoration.

- Apply or retain land-use controls to protect the scenic rural corridors between neighboring communities.
- Encourage voluntary restriction of development through dedication of scenic or conservation easements.
- Support activities of nonprofit land trusts and conservation organizations in acquiring development rights to open-space lands by gift or purchase by fee simple title.

E. Use all available mechanisms for preservation of open space. This may include a fee applied to land annexed to the city.

Available mechanisms for the preservation of open space may include those listed below. These are some of the few methods for assuring that the impact of conversion of prime agricultural land is mitigated to the extent feasible.

- *Open Space Mitigation Fees*
- *Land Dedication*
- *The inclusion of a charge for open space and agricultural preservation within Mello-Roos financing district special taxes, or special assessments.*

The use of these mechanisms will aid in accomplishing the following objectives:

- *Offset the conversion of agricultural or open space land to uses other than agriculture or open space.*
- *Mitigate the impacts of development on existing agricultural lands.*
- *Preserve natural habitats for plants and wildlife.*
- *Preserve the rural character of the area surrounding the City.*

F. The City shall ensure through signage, access restriction, fines, and other available means that trespassing into agricultural areas will be minimized.

3.3 OPEN SPACE FOR OUTDOOR RECREATION

Parks and Neighborhood Greenbelts provide recreational opportunities and visual enhancement in the city. Recreation-oriented open space ranges from mini-parks and neighborhood parks to the Neighborhood Greenbelts in residential developments, the 28-acre Community Park, and other components of the Open Space Element, such as Connector Greenways.

The General Plan revision process provides the opportunity for the Davis Joint Unified School District and the City to coordinate their planning. Each new school is planned to adjoin a neighborhood or district park in order to make the most efficient use of recreation facilities.

Policies on bicycle paths are also found in the Circulation Element. Policies in the Safety and Conservation elements outline programs the City encourages the School District to include in the school curricula.

The General Plan map designates park and school sites, including existing parks and schools, and proposed sites. Table 6 lists existing park and recreation areas and Table 7 lists existing and proposed parks and schools.

Neighborhood parks are at least five net acres, allowing adequate area for Little League fields, tot lots, etc. District parks are approximately 15 acres, providing space for adult playing fields, swimming pools or other facilities. Wherever possible, parks are located to serve both new and existing development. Parks typically have been located close to multifamily areas.

Outdoor recreation areas and facilities in the open space system should offer a variety of experiences and opportunities. The system should include scenic vistas, allow for access to a future regional open space network, and provide educational opportunities where appropriate. The components of the Open Space Element should enhance opportunities for varied types of non-motorized transportation in and around Davis, and consider the needs of pedestrians, bicyclists, equestrians, and physically limited individuals. Limited parking for vehicles should be provided as part of the Davis Greenbelt and Environmentally Sensitive Habitat Area components so that users of all kinds can access these resources.

Environmentally Sensitive Habitat Areas

Guiding Policies

- A. Develop public access areas to view wildlife and habitat.
- B. Protect and preserve existing natural habitat areas within parks that are designated Environmentally Sensitive Habitat Areas. Natural habitat areas exist in Landfill and Putah Creek parks. Policies addressing preservation of natural resources in areas other than parks are in the Conservation Element.
- C. Minimize recreation facilities within natural habitat areas. Design any recreation or interpretive facilities within natural habitat areas to be non-intrusive and site-sensitive.

Compatible facilities and uses include trails that inhibit traffic in natural habitat areas, benches, and interpretive markers. See also Policy 6.1 C in the Conservation Element.

TABLE 6

EXISTING PARKS AND RECREATION AREAS

Central Park	4.9 acres
Mini Parks	8.2 acres
College Park	.9 acre
Cedar	.5 acre
Hacienda	1.0 acre
N Street	.2 acre
Redwood	1.5 acres
Putah Creek	1.8 acres
Village Park	.8 acre
Whaleback Park	1.5 acres
Neighborhood Parks	41.5 acres
Pioneer Park	5.8 acres
Chestnut Park	6.1 acres
Covell Park	5.2 acres
Redwood Park	3.2 acres
Sycamore Park	5.8 acres
Oxford Circle Park	4.0 acres
Westwood Park	6.0 acres
West Manor Park	2.9 acres
Oak Grove Park	2.5 acres
District Recreation Parks	40.0 acres
Community Park	28.0 acres
Slide Hill Park	12.0 acres
Citywide Recreation Parks	151.4 acres
Golf Course	85.0 acres
Landfill Park (partially developed)	66.4 acres
Special Use Recreational Areas and Facilities	76.5 acres
Teen Center (DRB)	.1 acre
Pence Property	.1 acre
Putah Creek Parkway (partially acquired)	65.0 acres
Little League	4.0 acres
Civic Center	7.0 acres
Emerson Tennis Courts	.3 acre
Neighborhood Greenbelts	41.3 acres
Covell Park	34.3 acres
University Village	.7 acre
Green Meadows	6.3 acres

TABLE 7
EXISTING AND PROPOSED NEIGHBORHOOD AND DISTRICT PARKS, AND SCHOOLS BY DATA UNIT

Data Unit	Schools/Grade		Neighborhood Parks/Acres		District Parks/Acres	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
West Davis	Emerson JHS/7-9	New/K-6	Westwood/6.0 ac. West Manor/2.9 ac.			New/15 ac.
North Central				2 New/12 ac.		
Central Davis	West Davis/K-3 North Davis/K-6 West Davis Inter- mediate/4-6 Davis HS/ 10-12	New/K-6 (District- owned site)	Covell/5.2 ac. Redwood/3.2 ac. Sycamore/5.8 ac. Oxford Circle/4.0 ac.		Community/28.0 ac.	
East Davis	Birch Lane/K-6 Holmes JHS/7-9 Valley Oak/K-6		Chestnut/6.1 ac. Oak Grove/2.5 ac.	New/7 ac.	Slide Hill/12.0 ac.	
East Davis/Mace		New/K-6		4/New Total 11 ac.		New/23 ac.
South Davis	Pioneer/K-6	New/K-6	Pioneer/5.8 ac.	New/5 ac.		New/17 ac. New/16 ac.
Core Area					Central/4.9 ac. (includes expansion)	
TOTAL	-----	4 New/K-6	9/41.5 ac.	8/35 ac.	3/44.9 ac.	71 ac.

Davis Greenbelt

Guiding Policies

- D. Develop trails network that minimizes conflicts between pedestrians, bicyclists, equestrians, and minimizes impacts on wildlife.
- E. Develop the Davis Greenbelt to have segments which vary in overall size and configuration, level of development, and type of intended activity; follow property lines where feasible when establishing the boundaries.

At the northeast and northwest portions that are adjacent to Covell and Mace Boulevards, the width should be greater to separate public use from traffic impacts.

- F. Provide informal areas for people, especially children and teens, to interact with nature and natural landscapes.
-

Connector Greenways

Guiding Policies

- G. Create new links where access to the existing system is currently lacking.
 - H. Provide a continuous system of on- and off-street interconnected bikeways for recreational use and transportation.

Figure 10, Bicycle Circulation, shows existing and proposed bikeways. Additional policies on bicycle routes are in the Circulation Element.
 - I. Pursue bicycle route connections with neighboring communities. Coordinate planning of these facilities with Yolo and Solano counties.
-

Neighborhood Greenbelts

In addition to parks, the General Plan designates existing and proposed linear open spaces as Neighborhood Greenbelts.

Guiding Policies

- J. Require greenbelts in plans for new development areas. Neighborhood Greenbelts shall be of varying width, averaging about 100 feet and include grass, trees, and bike paths. Acreage of existing greenbelts north of Covell Boulevard west of the railroad is 10 percent of the residential area, the ratio expected for greenbelts in new projects.

Greenbelts are schematically indicated on the General Plan map.

-
- K. Provide convenient greenbelt access points in all new development.

-
- L. Greenbelts are to be dedicated and improved separately from dedication of park acreage or payment of in-lieu fees as authorized by the Quimby Act (Gov. Code 66477). The Quimby Act permits the City to require, by ordinance, dedication of land and/or a fee for park and recreational purposes as a condition of approval of subdivision.

All Quimby Act resources are needed to acquire and develop a system of neighborhood and district parks serving new development areas.

Greenstreets

Guiding Policies

- M. Enhance the existing bicycle network, especially in the vicinity of UC Davis. Work with the University in improving access routes through campus to connect with the open space network.

-
- N. New streets that are designated as Greenstreets shall incorporate on-street bicycle lanes and grade separated sidewalks. Where appropriate, planting strips shall be provided for street trees between bicycle lanes and sidewalks on both sides of Greenstreets. Existing Greenstreets shall be evaluated for adequate tree canopies. Streets found to be lacking sufficient canopy shall be considered for street tree improvement programs.

City and Neighborhood Parks

Guiding Policies

- O. Acquire and develop parkland that is sufficient to provide, where land is available, a neighborhood or district park within 3/8 mile and a district park within 1-1/2 miles of all dwelling units.
- P. Design and locate each new neighborhood park to serve as a visual amenity for the surrounding neighborhood.
- Q. Use planting schemes that increase habitat values, e.g. use plants known to attract desirable wildlife, in new parks developed within the City limits.
- R. Encourage the continued involvement of citizen groups in the planning, construction, and maintenance of park and recreation facilities.
- S. Strive for original and innovative park design, both in a functional and visual sense. Encourage the inclusion of park equipment designed by artists.
- T. Ensure that all city residents have access to recreation programs and facilities.
- U. Expand access to parks by developing facilities for night-time recreation in district parks.
- V. Protect and preserve existing natural habitat areas within parks and incorporate natural habitat areas into future city parks.
- W. Locate each new neighborhood park near the center of the neighborhood that it will serve.
- X. Do not allow land that is not suitable for building to be counted toward fulfilling parkland dedication requirements.

Y. Provide adequate shade and wind protection in parks by using various landscaping techniques and constructed elements including:

- Trees for shade and wind protection.
- Fast- and slow-growing shade trees should be intermixed to provide shade in parks in the near term, as well as in the future. Tree rows for wind protection also provide a visual screen that aesthetically enhances the park environment.
- Shade structures including arbors, lattice-work canopies, and trellises.

Z. Develop standards for night-time activities and facilities, including lighting, that minimize impacts on surrounding residential areas.

AA. Design parks to be accessible by pedestrians and a variety of transportation modes including car, bus, and bicycle.

BB. Provide facilities within neighborhood parks that will meet the needs of nearby residents, as determined by the Neighborhood Park Planning Committee for that neighborhood.

CC. Provide park facilities in District Parks that will meet the needs of specific-interest groups and of city residents as a whole.

DD. Encourage the location of child-care facilities on or near park sites.

EE. Coordinate recreation and child care programs with other City programs, such as arts and cultural programs.

FF. As appropriate, incorporate short- and long-distance views in park design and planning.

Benches or walks that provide views of mountains, hills or fields greatly enhance the recreation experience.

GG. The City shall preserve its existing parks as valuable open space. Prior to converting parkland to other uses, all feasible alternatives shall be considered.

-
- HH. A public campground should be located within the Davis Planning Area. This campground would be considered an urban campground and would be for the purpose of providing visitors to Davis a rustic alternative for overnight accommodations while enjoying the Davis environs on a short-term basis.
-

3.4 OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

Land within one mile of the landfill site is designated as Open Space for Public Health and Safety. The General Plan Map shows a "landfill-related use restrictions" designation for this area. Residential development within this area is prohibited due to public-health concerns, such as vectors, and because of odor. Airports also are prohibited in this area because of the hazard posed to aircraft by the large number of sea gulls that congregate in the area of the landfill.

General Policy

- A. All projects constructed as part of the Davis Greenway system shall be reviewed by the appropriate City departments to ensure that public safety concerns are met. This review shall include measures such as incorporation of fire protection by provision of access to open space uses and assurance that all bicycle and pedestrian paths are sufficiently wide and durable to support emergency vehicles for routine patrol or medical response.
-

Davis Greenbelt

Guiding Policy

- B. In order to allow efficient cultivation, pest control, and harvesting methods to be employed on agricultural land, require those property owners wishing to develop to provide a buffer or other means of mitigating the adverse effects of urban development on adjoining agricultural land. Urban development may accomplish this by dedicating land for the Davis Greenbelt. Any project developed within the Davis Greenbelt must also comply with this policy.
-

Community Infrastructure

Guiding Policy

- C. Treated waste-water, storm water discharge, and their related facilities should be utilized for Environmentally Sensitive Habitat Areas where appropriate and if environmentally sound.
-
- D. Community Infrastructure facilities may also serve as open space. Habitat values shall be considered when developing management plans for these areas.
-

4. TRANSPORTATION AND CIRCULATION ELEMENT

The transportation and circulation system consists of freeways, arterial and collector streets (and rural roads), local streets, public transit, bicycle paths, and pedestrian ways. Arterial and collector streets are shown on the General Plan Street Map. The bicycle circulation system is illustrated on Figure 10.

State law requires that a Circulation Element include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan" (Gov. Code, Sec. 65302[b]).

4.1 FREEWAYS AND ARTERIAL STREETS

Guiding Policy

4.1 A.

To the extent feasible, provide capacity to maintain peak-hour LOS D or better on existing arterial streets and interchanges, and LOS C on new streets.

Proposed improvements will provide LOS D or better at most locations. However, on certain streets, widening to add capacity is inconsistent with the character of the street. Where six lane streets are necessary to meet the standard, they are generally deemed infeasible because they are inconsistent with desired small city character.

Implementing Policies

4.1 B.

Require reservation or an offer of dedication of right-of-way necessary for the number of lanes projected for each existing and planned arterial street (Table 8) as a condition of development approval.

Although the need and funding for street widenings, and perhaps public agreement on their eventual necessity, may not be certain at the time development proposals are received, it is essential that the ability to maintain LOS standards by adding lanes not be foreclosed.

4.1 C.

Review all development proposals for consistency with the Circulation Element traffic-generation assumptions.

The computerized traffic-simulation model that projects traffic demand on the circulation network incorporates typical traffic-generation rates for the density and intensity of each

**TABLE 8
PLANNED TRANSPORTATION IMPROVEMENTS**

ROADWAY	SEGMENT	1992 CONDITION	1987 GEN PLAN	1993 UPDATE
		LANE WIDTH		
1. Covell Blvd	Baywood to Alhambra	2	4+	4+
2. Mace Blvd	Alhambra to Chiles	2	4+	4+
3. F Street	Seventh to Third	2	2+	2\1\
4. Pole Line Rd	Overcrossing	0	4+	Wide 2+\2\3\
5. Pole Line Rd	Covell to N City Limits	2+	4+	4+\3\
6. Richards Blvd	I-80 EB ramps to First	2	4+	4+\4\
7. B Street	First to Fifth	2+	4	2+\4\6\
8. Cowell Blvd	Pole Line to Drew	2+	4	4
9. Second Street	Pena (Industrial) to Mace	2	2+	2+
11. County Rd 31	County Rd 99D to Denali	2+	2	4+
12. Covell Blvd	State Route 113 SB ramp to Sycamore	4+	4	4+
13. Pole Line Rd	Fifth to Covell	2+	2+	2+\3\5\7\
14. First Street	B Street to E Street	2+	2+	2+\4\
15. Chiles Rd	Ensenada to EB I-80 Ramps	2+	2+	4
16. Fifth Street	Pole Line to Pena (Industrial)	2+	2+	4
17. Eighth Street	F Street to J Street	2	2	2
18. Second Street	1/4 mile W of Mace to Mace	2	2+	4+
28. Covell/Mace	Alhambra to Alhambra	2+	2+	4+
29. Fifth Street	B Street to L Street	4	4+ W/BIKE LANES	4\3\

FOOTNOTES FOR TABLE 8

- \1\ With "short turn lanes only" at intersections.
- \2\ A. The I-80 overcrossing at Pole Line Road shall be 2+ lanes with a width of 78 feet, with 2 vehicle lanes and bike lanes, pedestrian walkways, medians and raised curbs for pedestrians.
- B. For the city to consider increasing the vehicle travel lanes on the I-80 overcrossing at Pole Line Road from 2+ to 4+ lanes the following shall require the following thresholds:
1. The LOS on the I-80 overcrossing at Pole Line Road is "E", measured as ADT (average daily traffic) 25 days out of a calendar year, and accompanied by an EIR; and
 2. The Richards Boulevard/I-80 overcrossing and railroad undercrossing and Mace Boulevard/I-80 overcrossing improvements are completed as indicated in the General Plan.
- C. Pole Line Road (and I-80 overcrossing) South of Covell Blvd shall be exempt from General Plan Level of Service standards until such time as the thresholds as identified in Policy B are met, and a decision has been made to increase the overcrossing travel lanes to 4+.
- D. For General Plan consistency purposes, future environmental assessments of projects and plans shall assume two vehicle travel lanes at I-80 overcrossing at Pole Line Road for the existing condition, and, if the conditions noted in policy B are met as determined by traffic analysis, then four vehicle lanes shall be assumed at the Pole Line Road Overcrossing for analytical purposes only.
- E. Corridor Plan and mitigation shall apply.
- \3\ With Corridor Plan and mitigation.
- \4\ The Gateway/Olive Drive Specific Plan and/or Core Area Specific Plan will examine this improvement.
- \5\ Four lanes north of Claremont acceptable for intersection capacity and operations.
- \6\ With traffic control at 2nd and B Streets.
- \7\ Use Corridor process to identify location of turn lanes for increased capacity at intersections.

B:\WP51\HEIDI\TCE\TABLE.8 August 10, 1993

land use on the General Plan Map. A development proposal that would generate significantly more traffic could be approved only if mitigation for the projected cumulative effect were available or if the General Plan were amended.

The City and Redevelopment Agency should investigate and participate in the provision of services in South Davis, e.g. a bank and drug store. A significant number of trips from South Davis across the freeway could be eliminated if a greater variety of services were provided in South Davis. It is also important to maintain anchor tenants.

Feasibility, timeline, and cost information for the provision of South Davis services as noted above, shall be reported to the City Council by January 1994. Included in the report shall be information regarding the provision of an elementary school in South Davis.

4.1 D.

Urge UCD to implement campus transportation management policies to minimize increases in traffic demand on the city's arterial street system.

Policies that would direct more UCD trips -- especially those having an origin or destination outside of Davis -- to the freeways via Hutchinson Drive and Old Davis Road, would reduce projected volumes on Russell Boulevard and Core Area streets. Lane requirements would be as shown on Figure 6 of the Traffic and Circulation Study Section of the Technical Supplement (Volume II).

Means of diverting UCD traffic include:

- *Locate new parking facilities toward the southwest portion of the campus.*
- *Assign commuter students and nonresident employees to parking lots easily accessible by the Old Davis Road and Hutchinson Drive interchanges.*
- *Limit access to individual parking lots so that they could only be entered by using the Old Davis Road and Hutchinson Drive interchanges.*
- *Charge reduced rates of the use of parking facilities in the southwest portion of the campus.*
- *Design and/or amend the campus circulation system to discourage through traffic from Russell Boulevard and the Core Area to parking lots in the southwest portion of the campus.*
- *The City of Davis shall work closely with UCD and others to divert as much University traffic as feasible prior to reaching First Street. This may be accomplished through the Gateway/Olive Drive Specific Plan process.*
- *Encourage UCD to utilize flex time in such a manner as to discourage peak hour trips.*

- *Encourage UCD to restrict the use of parking lots adjacent to city streets to non-peak hour users.*
-

4.1 E.

Plan for arterial street improvements (funding availability and changes in LOS will determine timing) as shown in Table 8.

Major and minor arterials are shown on new "vehicle circulation map".

4.1. F.

Consider bicycle routing as an integral part of arterial street design so that lanes or pathways are included in the roadway as appropriate.

4.1 G.

Preserve the opportunity to provide additional roadway widening in the future by conducting periodic (five-year) updates of the traffic study to determine the effects of changes in the Plan and by making modifications or planned street sections. Right-of-way for such potential widenings shall be preserved.

In order to save trees along roadways:

- 1) *Implement a program to start replacement trees along roadways with significant existing trees;*
 - 2) *Provide for additional tree planting, where appropriate;*
 - 3) *Attempt to save existing trees as part of road-widening projects, consistent with the TCE Mitigation Monitoring Plan.*
-

4.1 H.

Construct new arterial streets, bike paths, and bike lanes to the minimum standards described below:

DEFINITIONS

1. Major Arterial - A continuous street, existing or proposed, so located as to serve arterial traffic and so designed to minimize access to abutting property via driveways, alleys and business entrances. Streets feeding into major arterials should be spaced at one-quarter-mile intervals. Major arterials should not penetrate neighborhoods and should be planned so as to eliminate through traffic in residential neighborhoods and adjacent to schools.

2. Minor Arterial - A continuous street, existing or proposed, so located as to provide a direct route between, but not through, separate neighborhoods. Minor arterials should be planned to eliminate through traffic in residential neighborhoods and adjacent to schools.
3. Collector Street - A noncontinuous street, existing or proposed, so located as to collect traffic from local streets and distribute it to minor and major arterials. The difference, other than size, between a collector and an arterial is that a collector penetrates a neighborhood, while an arterial does not.
4. Local Street - A street, other than a collector or arterial, providing access to abutting property and designed not to accommodate or encourage through trips.
5. Cul-de-sac - A local street terminating in a turning area and generally not exceeding 400 feet in length.

SUGGESTED GEOMETRIC CROSS SECTIONS

<u>Item</u>	<u>Minimum Width</u>	<u>Street Classification</u>
Moving Lane	12'	Arterials (subtract 1 foot when adjacent to emergency parking)
Moving Lane	11'	Collector with bikes
Two-Way Left-Turn Lane	11'	Minor Arterials
Parking	8'	All Streets
Emergency Parking	6'	All Streets
Center Median	14'	Major Arterials
Bike Lane	7'	Arterial and Collectors (add 1 foot next to curb lane)
Bike Path	10'	Arterial and Collector
Curb Lane	Add 2' to minimum lane width ("shy distance")	

Notes:

These cross-sections may not apply to designated greenstreets which must be consistent with the adopted "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets, General Plan Policy Interpretation" (1992), unless modified by the Corridor Plan approval process. For existing areas where a typical greenstreet is not feasible, the Corridor Plan policy would take precedent.



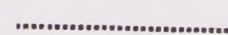
-  MAJOR ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR

FIGURE 9A:
VEHICLE CIRCULATION MAP
8-2-93

SUGGESTED STREET/BIKE/PARKING WIDTH GUIDELINES

Major Arterial

Right-of-Way, 102'-146'; Curb-to-Curb, 92'

4 travel lanes at	12' = 48'
2 bike lanes at	7' = 14'
2 on-street parking at	8' = 16'
1 median at	14' = <u>14'</u>
	92'

Minor Arterial

Right-of-Way, minimum 75'; Curb-to-Curb, 65'

2 travel lanes at	12' = 24'
1 left-turn lane at	11' = 11'
2 bike lanes at	7' = 14'
2 on-street parking at	8' = <u>16'</u>
	65'

Collector

Right-of-Way, 62'; Curb-to-Curb, 52'

2 travel lanes at	11' = 22'
2 bike lanes at	7' = 14'
2 on-street parking at	8' = <u>16'</u>
	52'

Modified Local

Right-of-Way, 50'; Curb-to-Curb, 40'

Local

Right-of-Way, 44'; Curb-to-Curb, 34'

Cul-de-sac

Right-of-Way, 38'; Curb-to-Curb, 28'

Notes:

- Additional street and right-of-way widening at intersections may be necessary to accommodate turning vehicles and transit stops.
- Additional easements may be required for utilities, street appurtenances, and planting.
- The City Council may approve design standards different from above in P-D (Planned Development) and PUD (Planned Unit Development) zoning districts.
- Right-of-way width shall be measured at the back of sidewalks for all streets with the exception of major arterials. Additional right-of-way or easement will be required for sidewalk, bike paths, and landscaping on major arterials. Additional right-of-way or easement may be required for other streets in order to provide for separate bicycle facilities.
- Detailed recommended standards for streets are available in the Public Works Department and detailed recommended standards for landscaping along streets are available in the Community Development Department.

4.1 I.

In order to implement Land Development Policy 2.2.I, develop "corridor plans" for major and some other streets which warrant special treatment because of existing impact problems or problems related to future projected conditions. Corridor plans should take into consideration adjacent land uses and result in streets that are both functional and aesthetic. The plans should utilize innovative means of slowing traffic and providing safe access for pedestrians and bicyclists. Mitigation shall be incorporated to protect residences and sensitive receptors from noise, air pollution and other traffic related impacts. The corridor plans may deviate from the standards established in the General Plan, if deviations improve the livability of the area.

The streets to consider for participation in this program are listed below. Those in the Core Area should be identified in the Core Area Specific Plan process.

- Pole Line Road (top priority)
- Fifth Street
- Eighth Street
- Covell Blvd.
- Cowell Blvd.
- Lillard
- F Street
- L Street (south of 8th)
- Loyola Drive
- Anderson Road
- Other streets as warranted

A preliminary Pole Line Road Corridor Plan was drafted by staff as an example of what could be achieved. All corridor plans need to be drafted with the input of citizens, in a public process. Progress on implementation of corridor plans should be reviewed by the public periodically at a public hearing. New projects shall pay a proportionate share of the cost of implementation. Approved corridor plans shall become programs in the Major Projects Financing Plan (MPFP), unless other financing mechanisms are utilized.

Staff shall develop objective criteria for determining when a corridor plan is merited. Objective criteria for determining significant impacts that would trigger the need for a corridor plan should be determined for items including, but not limited to traffic increase, noise and air impacts, safety (including bike and pedestrian), and bike and pedestrian circulation. This criteria will be reviewed by the public and city commissions.

4.1. J.

As the City's top priority, develop a Corridor Plan for Pole Line Road from the northerly city limits to the Cowell Boulevard intersection, with the input of the public, and consistent with the corridor plan implementing policy. The Pole Line Road Plan shall be completed by and approved by December of 1994, and all major components implemented prior to opening of the Pole Line Road overcrossing. The Plan shall include, but not be limited to,

components as identified in the Draft Pole Line Road Corridor Plan Guidelines (August 3, 1993) and safe access to Rancho Yolo.

4.1 K.

The City shall work with Caltrans to conduct an I-80 corridor study of the entire length of the highway as it passes through Davis, including but not limited to: noise and noise attenuation options, adjacent land use conflicts, and access to and across the freeway.

Caltrans would be the lead agency. The staff shall report back to the Council regarding the feasibility of this Corridor Study.

4.1 L.

The Mitigation Monitoring Plan adopted by the City Council in conjunction with the 1993 TCE revisions shall be interpreted to be consistent with this element and these policies and shall be fully implemented.

4.1 M.

Through the MPFP, the City shall develop and implement a transportation mitigation fund to provide funding for improved transit, bicycle/pedestrian, circulation, noise mitigations, and other needs arising from increased cumulative traffic.

Where the traffic modeling indicates the need for infrastructure improvements, but a policy decision has been made to override the impact and NOT install the improvement, the fees collected that would have been expended on this improvement shall be used for alternative mechanisms (e.g. transit and bicycle improvements) which achieve the similar mitigation.

4.1 N.

The City shall work with Caltrans to determine the feasibility of connecting the Richards Boulevard northbound to I-80 westbound ramp to the same lane that serves vehicles using the southbound to westbound ramp.

This would allow for the vehicles destined for UCD and SR 113 to use this lane without merging with through traffic on I-80. The staff shall report back to the Council regarding the feasibility of this improvement.

4.1 O.

The City shall conduct a feasibility study regarding construction of a road which provides the most direct connection of South Davis to Old Davis Road, parallel to I-80.

The intention is to discourage UCD traffic from crossing I-80 at other overcrossings, and to lessen impacts to existing city neighborhoods.

4.1 P.

The City shall investigate the feasibility of a perimeter road from the Mace Road curve to Road 29 with an intersection near Road 102.

4.2 COLLECTOR AND LOCAL STREETS

Guiding Policies

4.2 A.

Minimize through traffic and local traffic on local streets in residential neighborhoods.

4.2 B.

Design street patterns to minimize emergency vehicle response times.

Orient higher density housing to discourage the use of on-street parking.

Implementing Policies

4.2 C.

Design street patterns to avoid through traffic using residential streets for shortcuts.

4.2 D.

Consider neighborhood local trips to school, shopping, etc. when designing street patterns so that unnecessary out-of-direction travel is avoided.

Careful design can achieve three objectives (1) least through traffic, (2) fewest vehicle miles of travel (VMT) within subdivision, and (3) least total VMT to schools, shopping, Core Area, etc. by subdivision residents.

4.2 E.

Make street patterns understandable, allowing visitors to find the best routes for their destinations.

4.2 F.

Avoid street patterns that significantly impede emergency vehicle response.

4.2 G.

Consider bicycle lanes as an integral part of collector streets so that bike lanes and pathways form an integrated system.

4.3 TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

The term "Transportation Systems Management" (TSM) refers to measures designed to reduce peak-period auto traffic. These include flexible working hours, carpooling and vanpooling, public transit, and incentives to increase the use of these alternatives. If the 10 percent trip reduction assumed by the traffic model is not achieved, volumes may exceed those listed in Table 8 and levels-of-service would be lower. The projected average daily traffic volumes are 6 percent lower (net effective reduction) than if an effective TSM program were not assumed. UCD and larger business parks have the highest potential for vehicle trip reduction because of the large number of persons having proximate destinations during the A.M. and P.M. commute hours.

Guiding Policy

4.3 A.

Encourage ride sharing and staggered work hours. Promote all feasible TSM measures, including adoption of a program that requires participation by employers in concentrated commercial areas as designated by ordinance.

Implementing Policies

4.3 B.

Develop and maintain a trip-reduction program designed to achieve a 10 percent reduction in vehicle trips.

Traffic model projections of Levels of Service assume 10 percent trip reduction from trip generation rates.

4.3 C.

Support UCD efforts to encourage trip reduction by students and employees.

4.3 D.

Provide park-and-ride lots to support intercity transit and ride sharing.

4.4 BICYCLES

To keep Davis the "bike capital" of the United States, despite longer travel distances as the city grows, the General Plan extends bikeways and refuses to sacrifice on-street bikeways to the need for additional traffic capacity.

Guiding Policies

4.4 A.

Assure safe and convenient bicycle access to all areas of the city.

The City Safety Advisory Commission shall develop a process to inform the public and encourage and regularly receive public comments regarding the existing bicycle infrastructure. The process should identify what parts of the infrastructure work, what does not work, and where problems needing immediate attention exist. The Safety Advisory Commission should address the long term issues in the same manner as roadways are handled. The immediate problems should be corrected as quickly as possible. The Commission should implement a volunteer riding group to monitor recommended safe bicycle routes in order to maintain them as such. Special emphasis should be given to receiving input from local school PTA Safety Committees regarding the safety of children.

4.4 B.

Promote use of bicycles as a viable and attractive alternative to cars.

Implementing Policies

4.4 C.

Provide bicycle lanes and/or paths along all collector and arterial streets.

Incomplete bicycle routes (e.g. connection from Drummond to Putah Creek Park; and connection from Drexel Drive to Pole Line Road at Loyola Drive) should be given high priority. As part of the City's yearly Capital Improvement Program review, the City shall include a list of incomplete bicycle routes for possible inclusion.

4.4 D.

Where motor vehicle speed and volume make on-street bike lanes unsafe or unpleasant, plan for off-street bike paths.

Motor vehicle speed exceeding 35 miles per hour warrants consideration of a separate bikeway.

4.4 E.

Consider bicycle operating characteristics in the design of intersections and traffic-control systems.

4.4 F.

Provide convenient bike access between areas where cars are prohibited.

4.4 G.

The Putah Creek Bicycle Overcrossing shall remain the top priority bicycle overcrossing improvement. The Drummond Road Bicycle Overcrossing of I-80 shall be pushed forward from 2005. Both overcrossings shall be designed to accommodate police and EMT vehicles, if necessary and feasible, for emergency planning.

4.4 H.

Prepare and implement bicycle parking standards.

4.4 I.

Maintain an educational program to promote bicycle use and bicycle safety.

Cooperate with UCD and DJUSD in convincing students to bike to class and promoting bicycle safety.

4.4 J.

Improve signage for bicycles throughout the City.

Bicyclists would benefit from better signage providing information regarding bike routes and other issues. This shall be examined in the context of other ongoing signage programs for the city.

4.5 TRANSIT

Together Unitrans (local) and Yolo Bus (regional) provide Davis with good transit service and enjoy relatively high patronage.

Guiding Policies

4.5 A.

Support continuation and expansion of the federal subsidies needed by all local transit systems.

4.5 B.

Encourage patronage increases that, in turn, justify service improvements.

4.5 C.

Provide para-transit services to elderly and disabled residents within resources available. Address children's transit needs as well. Cooperate with volunteer efforts to provide these services.

4.5 D.

Continue to support and inform the public about the availability of school busing for the junior and senior high schools. In coordination with the School District and Unitrans, the City shall consider the provision of busing between South Davis and Valley Oak and Birch Lane schools for elementary school-age children.

Many trips to the junior and senior high schools could be avoided if school busing was available. The City should work with Unitrans to determine if existing bus routes could be modified to better meet these needs in the mornings and afternoons. The City should consider use of block grant money to develop a pass program for qualified families, similar to the program currently used by UCD students.

Implementing Policies

4.5 E.

Encourage use of transit through provision of bus turnouts and passenger shelters at bus stops.

4.5 F.

Require projects that are potential major sources of transit patronage be designed to encourage transit use by location of entrances and provision of shelter.

4.5 G.

Consider bus routes in the design of all new development areas and require developers to notify buyers/renters of transit plans.

This policy is intended both to build support for transit and to minimize later complaints by persons who do not wish to live on a transit street.

4.5 H.

Provide and maintain a multi-modal transportation center in the Core Area.

A \$1.5 million renovation of the 1913 mission-revival style railroad station at Second Street will convert it to a multi-modal transfer station with ticket counters, restrooms, vending machines, and parking. Modes in addition to Amtrak are Yolo County Transit, Unitrans and Greyhound.

4.5 I.

Design all arterial and collector streets for potential public transit use.

4.6 LOCAL PUBLIC UTILITIES AND FACILITIES

Guiding Policy

4.6 A.

Expand water supply system, sewage collection and treatment system, and drainage system as required to serve new development areas and infill development.

The City's utility and drainage systems are expandable assuming moderate supplemental taxes or fees are levied to meet capital costs. Fee estimates for each land use are shown in Tables 6A and 6B of the Fiscal Analysis in the Technical Supplement. Environmental Impact Report Sections 4.5 and 4.11 of the 1987 General Plan describe the storm drainage, water supply and sewage systems.

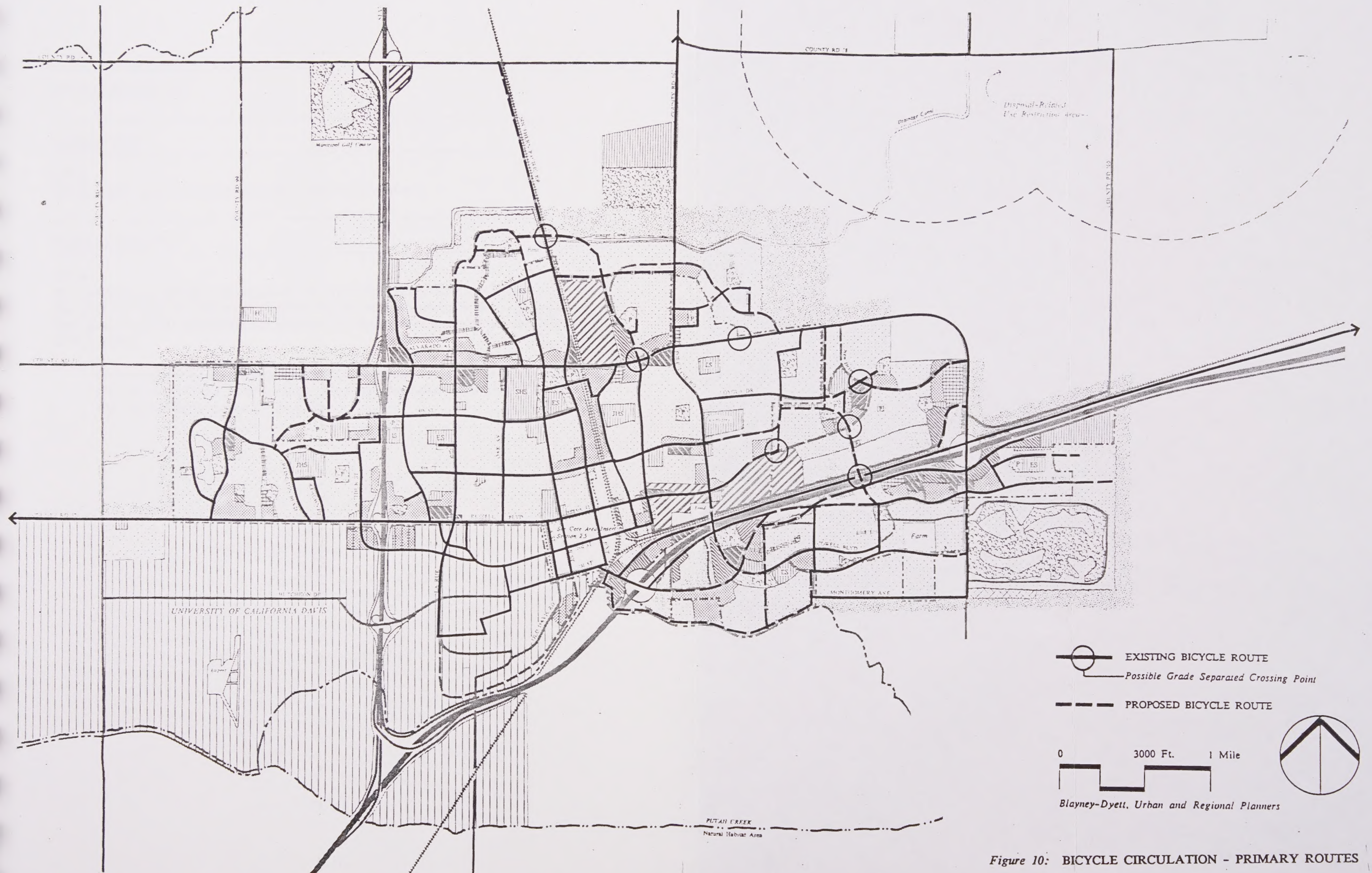


Figure 10: BICYCLE CIRCULATION - PRIMARY ROUTES

4.7 TRUCK ROUTING

Guiding Policy

4.7 A.

Trucks traffic shall be restricted to identified truck routes

Implementing Policy

4.7 B.

As a condition of development approval the City shall specify allowable truck access which should follow City designated truck routes to the extent feasible, to the construction site. This measure shall be implemented prior to City approval of any construction or issuance of any permit.

For trucks, signage must denote designated truck routes, and, on some streets, designation that the street is not a truck route. This shall be examined in the context of other ongoing signage programs for the City.

HOUSING SECTION

This section includes the five year housing program for 1991-96 as adopted on December 15, 1993. The full text of the Housing Element and more specific information on the policies is contained in the full Housing Element, available at the Community Development Department.

5. HOUSING PROGRAM

Housing program policies are grouped under five headings: affordable and senior housing; housing sites; constraints to housing production; residential conservation; and access to housing. There is considerable overlap among these topics, as indicated by references to policies in other sections, as well as to other General Plan elements. All programs will be undertaken during 1991-96. The five-year program has two types of policies: Guiding and Implementing. The Guiding Policies establish City of Davis preferences and desires, while the Implementing Policies are the statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, development, and preservation of housing. Explanation or expansion of some policies is found in italics after the policy.

Table 53 shows the Quantified Objectives, by income level, for units to be constructed, rehabilitated and conserved during the term of the Element. The objective for the number of low-income and very-low income units have two components. The first is the number of affordable housing units projected to be built through the inclusionary program, assuming development based on the Phased Allocation Plan and SACOG Housing Needs, and the General Plan policy of 40% multifamily and 60% single-family. The second component is the low-income housing projected to be provided in market-priced apartment complexes. The quantified objective for low and very-low income housing units is lower than the SACOG need and lower than the number of units shown in Appendix A. We do not project development of all the units shown in the inventory of land appropriately designated for residential development during the term of this Element. The prime reason is the current apartment vacancy rate, which is higher than it has been in many years. Availability of 0 financing may also limit apartment development, although the City has encouraged Mortgage Revenue Bond financing through the Yolo County Housing Authority.

As noted previously, the City's housing is in very good condition and there is little identified need for rehabilitation of housing units. A recent survey of land uses and property conditions in the City of Davis showed that there is minimal housing stock needing rehabilitation for code violations. We believe this is because of the City's resale inspection program, which requires inspection of single-family and multifamily housing units for code violations upon resale. We will continue to include a goal of units to be rehabilitated to reflect the possibility of programs to address deferred maintenance, energy-saving retrofit, or remodeling to enhance the liveability or attractiveness of housing in Davis. The goal is based on performance in past years.

The goal for units to be preserved is equal to the number of units at risk of conversion, plus the 115 Section 8 certificates and vouchers in the City. We have estimated that approximately half of these at-risk units are low-income and half are very-low income.

TABLE 53
Quantified Objectives 1991-1996

Income Group	New Construction	Rehabilitation	Conservation
Very Low-Income	560	13	268
Low-Income	593	12	268
Moderate-Income	1,046	0	0
Above Moderate	1,003	0	0

5.1 AFFORDABLE HOUSING

The very small amount of state and federal assistance now available for housing for low-and moderate-income households places greater emphasis on the role of local government in producing affordable housing.

Growth-limitation policies of the General Plan will limit housing opportunity for moderate-and low-income households as would-be residents bid up prices and rents. This will be offset to an undetermined amount by requiring developers to provide affordable housing and exempting affordable housing units from allocation requirements. Ownership housing will be allocated to ration the number of units added each year. Rental housing will be limited by the acreage of sites designated on the General Plan map and the percentage share assigned in the North Central and East Davis/Mace areas.

To counter this problem, the Housing Element calls for a strong effort to add below-market-rate housing and to maintain its availability to households that otherwise would not be able to live in Davis, or would be forced to devote an excessive proportion of income to housing.

Currently, there are limited federal and state housing subsidies available, although federal/state tax laws still make low-interest mortgage money available for below-market-rate housing through 1992. The new HOME and HOPE programs will provide funds for ownership and rental programs. Competition for subsidies is expected to be fierce. The LIHPRA program may provide funds to assist in preservation of existing affordable housing. All these programs are likely to require significant matching contributions from local sources. The bulk of the subsidy must come from land-seller profits, developer profits, or purchase prices paid by those buying market-rate housing. Public policy cannot determine how a subsidy will be shared, but it is obvious that, to the extent of willingness, the purchaser will pay a higher price for a house in Davis than for one elsewhere within commute distance. Current price differentials result partly from higher development costs in Davis, but more from limited supply. To the extent that buyers are unwilling to pay a still higher price to subsidize affordable housing, the subsidy will be deducted from "excess" profits now available to sellers.

Any action that tends to increase the price of new housing also affects resale prices. Unless a large transfer tax were levied, sellers of existing Davis homes will pocket any price increase due to subsidy costs.

Guiding Policies

A. Strive to meet the identified five-year need for housing and for housing affordable to very-low-, low-, and moderate-income households.

As discussed in Section 7 and Appendix A, the General Plan provides sufficient housing units to meet Davis' share of regional housing needs.

B. Screen buyers and renters of affordable units and regulate rents and investigate and utilize to the extent feasible recapture mechanisms to ensure that subsidies serve the intended purpose for the life of the unit.

The focus of these policies relating to for-sale units is on initial affordability. Resale restrictions can be very cumbersome and do not appear to be workable. This is due to a combination of reasons including problems with such current restrictions on some units within the City, tax law implications, restrictions relative to State financing programs, and enforcement. In addition, the Community Equity Second Program is predicated on the absence of such controls when the unit is sold and the City receives the proceeds of the second. These proceeds will then be available for other City affordable housing programs.

Implementing Policies

C. Encourage preservation of and provision for long-term affordable housing units by encouraging the development of a mutual housing association and limited-equity cooperatives.

D. To the extent feasible, require that 25 percent of for-sale units be affordable by low-income households (50 to 80 percent of median) and moderate-income households (81 to 120 percent of median).

Feasible is intended to mean capable of being financed, built, and marketed, given the economic conditions prevailing at the time of project approval.

E. To the extent feasible, require rental housing developments with five or more units to meet the following affordable housing standards:

- 5-19 units - 15 percent of units to be affordable to low-income households (50 to 80 percent of median income) and 10 percent of units to be affordable to very-low-income households (less than 50 percent of median income);
 - 20 or more units - 25 percent of units to be affordable to low-income households and 10 percent of units to be affordable to very-low-income households.
-

F. Require rent controls to permanently maintain the affordability of units by the income groups to which the units were affordable when approved, and to restrict renting to very-low-, low-or moderate-income households, whichever the units were approved for. Screening and qualifying shall be done in a manner approved by the City. Develop and implement a program of City regulations to implement this policy. *[Amended 1989]*

G. Investigate options available to the City and implement appropriate regulations to retain and re-invest the subsidies that are granted to buyers of for-sale affordable units when the units are subsequently resold.

H. Exempt units affordable by low-or very-low-income households from the housing allocation system if they are subject to provisions to ensure affordability to such households throughout the life of the units.

I. Ensure, through conditions of approval, that the affordable housing shares will be produced simultaneously with market-rate housing except for the City or non-profit developers. Exemptions shall be granted by the City only under extreme circumstances.

J. Allow the affordable housing obligation to be met by transferring land to a nonprofit developer if the City receives a commitment from the nonprofit developer to provide the housing, and if the City finds the nonprofit developer capable of providing the housing.

K. Allow a developer who builds more than the required share of affordable housing to designate a recipient of credit for the number of units exceeding the minimum. Credit will not be granted for units that are exempt from the City's housing allocation system.

L. Provision for accepting fees in lieu of affordable on-site units may be allowed at the discretion of the City Council for parcels less than ten (net) acres in size.

Note: this policy was amended in 1989. The previous policy read: Accept fees in lieu of affordable on-site units. Explanatory text was: Set fees at a level that will cause the housing to be built in proportion to the required share of affordable units. The amount will vary depending on land availability, economic conditions, and actual costs to nonprofit providers.

M. Exempt limited-equity cooperative units affordable to moderate-income households (120 percent of median income or less) from restrictions on the rate of new construction.

N. Require affordable housing to include a range of unit sizes appropriate to meet Davis housing needs.

Needs can be determined from waiting lists for assisted housing, inquiries among rental agents, and census data.

O. Grant a 25 percent density bonus as required by state law for projects consisting of five or more dwelling units, that include 25 percent of the total units for low-or moderate-income households or 10 percent of the units for lower-income households, provided that affordability is ensured for the life of all units for which a bonus is granted. The City may choose to provide other incentives of equivalent financial value in lieu of granting a density bonus.

P. Adopt a density bonus consistent with State Law.

Q. Encourage use of Federal Tax credits and other federal subsidy programs for production of low-income housing.

Under the provisions of the 1986 Tax Reform Act, rental housing developers who provide 20 percent of units affordable to households earning 50 percent or less of median, or 40 percent of units affordable to households earning 60 percent or less of median household income are entitled to a 9 percent tax credit. Nonprofit developers can sell tax credits to gain equity funds. Tax credits have been used for both new construction and rehabilitation projects in Davis.

R. Investigate the use of mortgage-credit certificates.

Mortgage Credit Certificates (MCCs) were first authorized by the Tax Reform Act of 1984. The act permits state and local governments to exchange some or all of their authority to issue mortgage-credit certificates. A Mortgage Credit Certificate entitles first-time home buyers with incomes less than 115 percent of median income to reduce the amount of their federal income tax liability by an amount equal to a portion of the interest paid during the year on a home mortgage. The tax credit allows qualified home buyers to use more of their income on mortgage payments, thus increasing their effective home-buying power.

This new housing-finance mechanism has not yet been used in Davis. It is being used in Sacramento where certificates were issued to 42 families in the last three months of 1986. The typical buyer using an MCC in Sacramento has a household income of 65 to 75 percent of the median.

S. Pursue means of securing additional housing affordable to low-income households and land for such housing including, but not limited to, land dedication, land exaction, and other private funding opportunities.

T. Pursuant to Section 65589.8 of the Government Code, and to maximize the development of affordable units on dedicated land, allow a portion of the affordable housing requirement for for-sale units be constructed as multi-family units within designated single-family residential areas on developer dedicated land, subject to feasibility of compliance with development standards and environmental assessment. The maximum area that may be used to construct affordable multi-family units shall not exceed three (3) net acres unless a General Plan amendment is approved. Open Space beyond that which is required by development standards may be provided in addition to the three (3) net acres. The three (3) net acres will provide a given number of units under appropriate development standards, that is, zoning standards.

The State Government code requires allowance for a developer to satisfy all or a portion of the requirement for a fixed percentage of affordable for-sale units by constructing affordable rental housing. Any significant amount of affordable rental housing is most feasibly constructed as multi-family, rather than single family units. Similarly, more affordable units can be provided on land dedicated for affordable housing in multi-family versus single family form. [Added 1989]

U. Density bonuses and density bonus credits may be allowed relative to the provision of affordable housing, subject to standards developed by the City. Density bonus credits may be earned for land dedication and applied to other rental housing developments.

Density bonuses may be granted at a standard independent of the state density bonus standard. Density bonus credits may be transferred subject to the approval of the City. [Added 1989]

V. Create incentives to the development of affordable housing through measures such as density bonuses or changed development standards.

5.2 HOUSING FOR PERSONS WITH SPECIAL NEEDS

Guiding Policies

A. Encourage apartment construction in step with UCD growth to meet student housing needs. Disabled persons shall be considered in design of this housing.

This policy assumes UCD will provide on-campus housing, i.e., outside the city limits, for a minimum of 25 percent of student enrollment. Students also are encouraged to address their housing needs through formation of student cooperatives.

B. Encourage senior housing in all parts of Davis and near neighborhood centers.

C. Provide housing for physically and mentally disabled people, which is located near neighborhood centers and facilitates maximum participation in community life.

Implementing Policies

D. Continue to work with UCD to provide housing for students. Support UCD's goal of providing on-campus housing for 25 percent of UCD students.

E. Provide incentives to builders to provide affordable housing and housing for seniors.

Such incentives shall include provisions for maintaining affordability over the life of the units.

F. Encourage a variety of housing types for seniors.

G. Allow the establishment of group-home facilities for physically and mentally disabled individuals.

H. The daily average number of persons seeking emergency shelter or transitional housing will be monitored by the Yolo County Homeless Coordinator, and reported to the City. The City will evaluate the resulting data to determine what facilities are needed to satisfy the needs of the identified population.

The City has been participating in the Interagency Yolo County Homeless Task Force for several years, and partially funded its work, including the salary of the Homeless Coordinator. Davis is one of four cities in the County cooperating to establish emergency shelter facilities, coordinated with social services.

I. Establish a revolving fund to loan money to very low-income, low-income, and farmworker households for the purpose of making deposits on rental housing. Require repayment, interest free, within a one-year time period.

At current rents, the average deposit of last month's rent and an approximately \$200 security deposit would be an average of \$800. The program should include income screening, both to determine that the applicants incomes are at low or very low levels, and to determine that the applicants income will be adequate for them to pay the rent on the unit for which the City will loan them the money for the deposit.

J. Support efforts by the Farmers Home Administration and Yolo County Housing Authority to provide housing for farmworkers and their families. Encourage the Farmers Home Administration to fund construction of additional units of permanent housing for farmworkers in Davis.

K. In cases where existing housing units which are affordable to persons of low or moderate income are removed, they shall be replaced by an equal number of units of comparable affordability.

L. Encourage the purchase of existing affordable housing units by a mutual housing association to preserve affordability.

M. Encourage the provision of housing that is designed and located to meet the needs of so-called "empty-nest" households.

If householders occupying housing larger than that needed for subsequent life-cycle stages are provided with sufficient incentives to move to smaller units, this could free up housing units for growing families. Important amenities of such alternatives would include proximity to shopping, public transit and cultural or recreational resources.

N. Encourage the University of California, Davis to provide off-campus housing or housing assistance for university staff and employees.

O. Allow the establishment of group-home facilities for physically and mentally disabled individuals.

P. Encourage the formation of a non-profit corporation to seek land and funding for a facility consisting of independent living, assisted living, and skilled care facilities for seniors seeking a variety of services and housing options, affordable to a range of incomes. The project may be developed and managed through joint ventures with for-profit or non-profit developers of housing and care facilities. The project should be located near other health services, including a hospital. This would provide Davis with a care continuum.

Q. Explore programs to assist City staff, UCD staff and faculty, Yolo County staff, and school district staff to live in Davis.

R. Explore mechanisms for encouraging and financing the construction of Single Room Occupancy (SRO) housing, which would provide housing for those who are homeless or at risk of becoming homeless.

S. Explore the feasibility and desirability of establishing a resource center for the homeless in Davis which would provide referrals for shelter and aid programs, showers, laundry and telephone services.

T. Continue to support transitional housing and work toward providing adequate transitional housing through a variety of mechanisms.

U. Adopt zoning provisions allowing Single Room Occupancy housing to meet the special housing needs of single persons and small households. Allow this use, subject to discretionary review, in appropriate residential and commercial areas.

5.3 HOUSING SITES

Guiding Policies

A. Encourage a mix of housing types throughout the city in order to increase choice for Davis households.

See also Guiding Policy 2.4 C in the Land Use Element.

B. Require a mix of housing types and prices in each area of new development.

See Policies 5.1 C and D. Also see Policy 2.2 G of the Land Use Element.

C. Require the inclusion of affordable housing in all new development areas.

See Policies 5.1 C and D.

D. Encourage inclusion of apartments in mixed-use development within the Core Area.

E. Encourage private-sector mechanisms to provide local housing for local employees.

Implementing Policies

The guiding policies in this section express the City's intentions to provide adequate sites for housing. These policies are implemented by policies in other sections of the Housing Element and of the General Plan, as well as by the General Plan map. Sites available for housing are listed in Table 24.

F. Bring the Land Use Element and the Zoning Ordinance into conformity with State law regarding mobilehome parks.

G. If adequate sites are not available to meet the five-year need for housing at all income levels, the City must provide sufficient sites with zoning that permits owner occupied and rental multifamily residential use by right, including density and development standards that could accommodate low or moderate income housing.

H. Compile a list of vacant sites in Davis which are suitable for residential development.

I. Maintain an approximate 60:40 ratio of single-family to multifamily housing.

J. Require identification of sites for affordable housing in each new development area, whenever feasible.

K. The daily average number of persons seeking emergency shelter or transitional housing will be monitored by the Yolo County Homeless Coordinator, and reported to the City. The City will work to establish an emergency shelter facility when the need for such a shelter is evident.

L. Conduct a study identifying the targeted population for an emergency shelter, adequate sites for location of emergency shelters and transitional housing, financial feasibility, and appropriate size and configuration.

M. Identify and zone affordable housing sites early in the planning process such as during the General Plan Amendment or Preliminary Planned Development stages.

N. The City will monitor creation of affordable housing on an annual basis and, if it becomes evident that the percentage of affordable units built does not meet the projected accommodation, the City will ensure that the regional share need for all income levels can be accommodated by taking action such as increasing densities or restructuring the Affordable Housing Ordinance.

O. Include in the analysis of General Plan Amendments, Rezonings, Affordable Housing applications, and Phased Allocations an analysis of the project's impact on school facilities.

5.4 CONSTRAINTS TO HOUSING PRODUCTION

Guiding Policy

A. Remove constraints to production and availability of housing to the extent consistent with other General Plan policies.

The City's policies on growth management and design review cause constraints of varying degree to housing production. These policies are necessary to maintain consistency with policies in the Community Image Section.

Implementing Policy

B. Streamline the permit approval processes to the extent feasible. Provide developers in advance with full information needed to reduce the length of time and cost of approval of development.

C. Remove multi-family rental units from growth limitations.

D. Establish policies and procedures for processing applications concurrently.

E. Work with Yolo County to streamline the annexation process.

F. Develop a method for documenting, distributing and maintaining interpretations of the municipal code, the General Plan, and program policies as each relate to development approval.

G. Continue outreach efforts to inform architects and builders of City standards and requirements.

H. Expand opportunities for third-party plan checkers to reduce permit processing time.

5.5 RESIDENTIAL CONSERVATION

Guiding Policies

A. Ensure that existing housing stock is maintained in sound condition and up to code requirements.

B. Maintain an adequate supply of rental housing in Davis to meet the needs of all renters, including students. Work to maintain a rental vacancy rate of 5 percent.

(See also Policy 5.2 A which states that the City will encourage the continued production of new apartments. Under this residential conservation policy, the City acts to maintain the existing rental housing stock in good condition and to prevent conversion of rental housing to other types of housing when such conversions would threaten the existence of an adequate supply of rental housing.)

C. Require provision for monitoring of rents to ensure to the extent feasible, that housing built in compliance with Housing Element policies will remain permanently affordable. [Amended 1989]

(See also Policy 5.1 B.)

Implementing Policies

D. Continue to require maintenance and preservation of the existing housing stock through the existing Resale/Retrofit inspection program. Continue to implement Ordinance 820, 1978, requiring inspection of houses on resale.

E. Assist lower-income households in making health and safety improvements to their dwellings.

F. Continue to support the existing program at the Senior Center which assists senior home owners in maintaining their homes by providing arrangements for volunteers to perform home maintenance services.

G. Assist landlords in maintaining rental units in sound condition.

H. Allow second units in existing neighborhoods.

I. Maintain standards for the regulation of condominium conversion applications so that low income households receive appropriate displacement protection or benefits.

J. Work to maintain continued affordability of existing affordable housing with expiring use restrictions from federal, state, or local subsidy programs.

K. Monitor rental rates and take appropriate action to relieve excessive rental increases and to coordinate with the UCD Housing Office.

L. Conduct a survey of the condition of residential structures in Davis to identify any need for rehabilitation or replacement.

5.6 ACCESS TO HOUSING

Equal access to housing is protected by state and federal law. Discrimination on the basis of race, ethnic or national origin, religion or marital status is prohibited by the Federal Civil Rights Act of 1968 and by Section 53 of the California Unruh Civil Rights Act. The Rumford Fair Housing Law (part of the California Fair Employment and Housing Act of 1980) also protects individuals' access to housing.

The California Supreme Court ruled that discrimination against children in housing is prohibited under the Unruh Civil Rights Act in its decision, Marina Pt., Ltd. v. Wolfson, (30 Cal. 3rd 721 (1982)). Housing Element policies affirm the City's commitment to supporting these laws.

The City of Davis also has adopted Ordinance 1359 which prohibits discrimination in housing, and Housing Element policies call for continued enforcement of the ordinance. The Parks and Community Services Department administers fair housing programs and refers cases where legal action is needed to the City Attorney.

The City's Fair Housing Program is publicized through announcements on cable television. The City has also generated brochures in Spanish and English which are distributed at City Hall and other public offices. Changes in Federal and State Fair Housing laws have given the City additional mechanisms for providing fair housing services. One important service offered by the City is conciliation and mediation for fair housing and other landlord-tenant issues. The City will also refer fair housing complaints to the federal Department of Housing and Urban Development, which conducts investigations for possible legal action.

Guiding Policy

A. Work to ensure that individuals and families seeking housing in Davis are not discriminated against on the basis of age, sex, family structure, national origin, or other arbitrary factors.

Implementing Policies

B. Continue to enforce state and federal laws and Ordinance 1359 against discrimination in housing.

C. Continue to promulgate non-discrimination laws and the City's Fair Housing Program.

5.7 ENERGY CONSERVATION

Guiding Policy

A. Increase opportunities for energy conservation on the household level.

B. Support development of alternative energy sources.

The City is supporting the development of a photovoltaic plant to supply a portion of the local energy demand.

Implementing Policies

C. Continue to implement energy-conserving Building Code provisions found in Title 24 of the State Administrative Code.

D. Continue to implement energy-conserving resale/retrofit ordinance for rental units.

E. Support the opportunity for efficient public transit by siting large apartment complexes on arterial streets.

F. Encourage energy-efficient subdivision and building design.

G. Continue to enforce landscaping requirements that facilitate efficient energy use or conservation.

The City's street-tree planting program favors deciduous trees over evergreens and ornamentals to admit sun in the winter and provide shade in the summer. Use of native plants is to be encouraged.

H. Continue to require water-conserving plumbing in new residential construction. Explore incentives to retrofit water conserving plumbing in existing residences.

ENVIRONMENTAL MANAGEMENT SECTION

6. CONSERVATION ELEMENT

Policies in this element relate to the conservation of natural, cultural, and historic resources. Many policies in the Open Space Element also relate to conservation. Specific policies are cross-referenced.

6.1 HABITATS AND NATURAL AREAS

Policies in this section relate to preservation of wildlife habitat areas and other natural areas.

Guiding Policies

- A. Preserve, enhance, and where feasible, restore natural habitat areas.

The major natural habitat areas are along Putah Creek, Willow Slough, and Dry Slough.

Implementing Policies

- B. Where preservation of habitat is not feasible in new development, replacement of equal or greater value shall be required.
-

- C. Do not allow active recreation or other incompatible uses of natural habitat areas.

Compatible uses include hiking on established trails, nature study, and bird watching. See also Policy 3.4 F in the Open Space Element.

- D. Require that site plans for development incorporate setbacks from creeks and channels, and how natural habitat areas will be preserved.
-

- E. Encourage the University to preserve natural habitat areas on campus.
-

- F. Where storm-retention ponds and drainage ponds have become wildlife habitats,

encourage preservation of the habitat.

A wide variety of birds and other wildlife now inhabit Covell Pond, which was established as a storm-retention pond in the late 1960's.

6.2 WILDLIFE AND VEGETATION

Guiding Policies

- A. Enhance natural areas and create new wildlife habitat areas.
 - B. Maintain existing trees, and continue to encourage tree planting.
-

Implementing Policies

- C. Cooperate with other governmental agencies, the University, and citizens' groups in restoring examples of natural areas and habitats that have been lost. Preserve these areas as habitat and scenic areas or for passive recreation as described in Policy 6.1 B above.
 - D. Encourage use of native plants in public and private landscaping.
 - E. Encourage management of storm-retention ponds, drainage ponds, channels, and other appropriate areas as wildlife habitats.
-

These ponds are intended to function as part of the City's open space system.

- F. Where appropriate, encourage landscaping that provides wildlife habitats.

Certain plant species provide food, cover, and nesting sites for various types of wildlife, especially birds. Where it would be appropriate, particularly in urban/agricultural buffer or within greenbelts, these types of landscaping are to be encouraged. Tree rows on the edges of the developed area, as required for windbreaks, will also serve this purpose. A bird sanctuary has been proposed to be located in Landfill Park.

- G. Update and maintain a list of Landmark Trees and Trees Worth Saving and use it as a basis for project design review.

H. Continue to implement the street-tree program.

I. Provide the public with information about appropriate trees to plant in Davis.

This shall include information on native trees and other native plants.

J. Reserve lands adjacent to the Yolo Bypass, an important site on the Pacific Flyway for migratory waterfowl and other bird species, for the preservation and restoration of wildlife habitat and wetlands while maintaining compatible agriculture.

K. Encourage alternatives to the use of pesticides and herbicides.

6.3 AIR QUALITY

Guiding Policies

A. Maintain and strive to improve air quality.

Yolo County is located in a non-attainment area for ozone, the Sacramento Valley air shed, although ozone levels are generally lower in the Davis area than elsewhere in the county. The region does not have an approved plan for meeting national ambient air quality standards. In recent years, the Yolo-Solano Air Pollution District measured ozone levels that have reached but not exceeded the federal and state standards.

Implementing Policies

B. Continue to encourage walking and the use of non-polluting forms of transportation, including bicycles.

Circulation Element policies require bicycle and pedestrian ways. Open Space Element policies also relate to the provision of bike and foot paths.

C. Promote use of public transit and ridesharing among Davis residents.

Policies in the Circulation Element require the implementation of Transportation Systems Management (TSM) programs to reduce peak-hour work trips. Circulation

policies also encourage UCD to implement TSM measures and to maintain and improve the UCD transit system.

Land-use policies regarding location of apartments will facilitate bus routing. Park and ride lots will be conveniently located for commuter use.

-
- D. Davis will continue to participate in regional planning to meet air quality goals.

For example, Davis will continue participation in the voluntary smog check program, and in on-going air quality planning.

6.4 WATER QUALITY AND CONSERVATION

Guiding Policies

- A. Provide for both the long-range water needs of the Davis Planning Area, and protection of the quality and quantity of groundwater resources.

Policies relating to water supply for fire fighting are in the Safety Element.

- B. Study the feasibility of importing surface water as a supplemental source for municipal use.

-
- C. Continue to pursue reduction in water use through programs encouraging water conservation.

The encouragement for use of native plants in landscaping can facilitate this objective.

Implementing Policies

- D. Manage groundwater resources so as to preserve both quantity and quality.

Development that would significantly harm water quantity or quality should not be permitted.

- E. Continue to monitor the quality of water produced by City wells and take actions as needed to maintain or improve water quality.

Generally Davis groundwater is characterized by a very high mineral content. In the past, chlorination equipment has had to be added to four wells that tested positive for bacteria. By mid-1987, no pesticide, herbicide, or other common manmade chemical had been detected in eight years of extensive annual testing.

- F. Develop a program to encourage reuse of treated wastewater and other suitable drainage water.

Possible uses for treated wastewater include a City groundwater aquifer recharge program or sale of treated wastewater for irrigation.

- G. Where feasible and consistent with General Plan land-use policies, locate stormwater-retention ponds in areas where soil is suitable for groundwater recharge.
-

- H. Implement water-conserving landscaping practices in City projects.
-

- I. Develop a public-information program for citizens on water-conserving practices including landscaping.

See Policy 6.4 C.

- J. Through the design-review process, encourage developers to use water-conserving landscaping. Require residential developers to install water-conserving landscaping for model homes.

Home buyers who see a model home attractively landscaped with low-water-using plants will be encouraged to use such techniques in landscaping their own yards.

- K. Research issues in Yolo County that affect quality and quantity of water, including injection wells.
-

- L. Develop a toxics ordinance to ensure maintenance of groundwater quality.
-

- M. Adopt a long-range water plan.
-

6.5 NATURAL RESOURCES CONSERVATION

Guiding Policies

A. Act to conserve soil resources consistent with General Plan growth policies.

B. Coordinate with Yolo and Solano counties, the Resource Conservation District, and the Soil Conservation Service in implementing programs to reduce soil erosion by wind and water.

C. Promote preservation of prime agricultural land.

See policies 2.1 A, F, M, N and P, and 2.2 A and F on growth control and greenbelt/agricultural buffers in the Land Use Element.

D. Encourage prudent management of mineral resources in the planning area.

E. Continue to promote energy conservation through a wide variety of City programs.

F. Preserve and protect scenic resources.

G. Promote reduced consumption of nonrenewable resources.

Implementing Policies

H. Continue to support the citywide recycling system and expand, where feasible, to include service to apartments.

Citizen action in the mid-1970s helped start citywide curbside pickup of recyclable articles, now done by Davis Waste Disposal, the private garbage company that holds the City contract for garbage pickup. A central recycling center also contributes to the ease with which Davis citizens can participate in recycling.

I. Work with state, federal, and county agencies in preventing soil contamination.

J. Regulate activities that cause soil compaction and stratification.

Regulations could include limiting the use of heavy equipment or other compacting forces on unprotected, wet soil; and controlling fill operations so as to avoid discontinuities in the soil profile, such as areas of coarser soils underlying or overlaying finer soils.

K. Require tree rows or other windbreaks in buffers on the edges of urban development and in other areas where required to prevent soil erosion.

See Policy 2.1 L in the Growth Management section regarding the urban/agricultural buffer, and Policy 3.4 H in the Open Space Element relating to providing windbreaks in parks.

L. Require drainage facilities be provided to control runoff.

See Policy 7.2 H in the Safety Element.

M. Coordinate with County government in regulating mineral-resource-production operations, including sand-and-gravel mining, and oil and gas wells. Discourage, where feasible, the import of waste materials into the city or county.

A discussion of mineral resources in the planning area is on page 30 of the EIR in the Technical Supplement to the General Plan.

N. Continue to implement City codes on energy conservation and solar access.

O. In new development, use trees and other vegetation, with a minimum of pavement, to provide shade and reduce energy demands for cooling.

P. Promote the use of advanced energy technology in the commercial sector.

Q. Support implementation of photovoltaic technology to provide a portion of the city's energy needs.

R. Promote energy-load management programs for both the residential and commercial sectors.

-
- S. Through the design-review process, require site planning that maximizes the effects of cooling southwest winds.
-

- T. Implement state laws on can and bottle recycling. Where feasible take action to further recycling efforts that are not included in state law.
-

- U. Implement a toxics management program.
-

6.6 HISTORIC AND CULTURAL RESOURCES

Guiding Policies

- A. Preserve historic features of the Davis area including, but not limited to, the agricultural surroundings.
-
- B. Protect sites of significant archaeological importance.
-

Implementing Policies

- C. Maintain an inventory of buildings, landmarks, and sites of historic interest.
-
- D. Encourage restoration and reuse of historic buildings compatible with their historic character.
-
- E. Maintain a sense of historic continuity by encouraging preservation of homes within the 1917 city boundaries. Examples of such neighborhoods include, but not limited to Old East Davis (between the railroad and L Street), and the area between 5th and 8th streets.
-

These neighborhoods include many fine examples of modest residential architecture from

the first quarter of the century. The single-family densities in these areas on the General Plan Map are intended to preserve the cottage character.

F. Encourage public activities that recognize and celebrate historic sites, structures and events.

G. Cooperate with civic organizations in the placement of appropriate monuments or plaques to publicize or memorialize historic sites.

H. Review requirements for protecting unique historic and archaeological resources. Require evaluation of any resources found prior to development or during construction before development takes place or construction continues.

CEQA requires evaluation of any archaeological resources on the site of a development project. Unique resources, as defined by state law, should be protected, either by physical measures or by locating development away from the site. Excavation by qualified archaeologists be undertaken only if protection is impossible.

I. Designate and protect buildings, landmarks, and sites of historic character.

6.7 ENVIRONMENTAL AWARENESS

Guiding Policy

A. Support educational programs relating to the role of humans in shaping the natural environment and their relationship to the environment.

Implementing Policies

B. Encourage programs on the environment in schools.

C. Encourage citizen involvement in conservation programs.

7. SAFETY ELEMENT

The Safety Element of the General Plan is required by state law to provide information "for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche and dam failure; slope instability leading to mudslides and landslides, subsidence, and other geological hazards; flooding; hazardous materials accidents; and wildland and urban fire." (Gov. Code Sec. 65302 [g]).

This Safety Element includes policies for protection from unstable soils, fire, hazardous materials, dam failure, and floods. The other hazards listed are not found in the Davis Planning Area. The City's Hazard Analysis, done using the Federal Emergency Management Agency's "Hazard Analysis for Emergency Management", was used with other material to determine the highest priority hazards in the planning area. Table 10 is a listing of hazards based on the Hazard Analysis. Evaluation of each hazard was based on historic occurrence, effects on life and property, and likelihood of occurrence.

**TABLE 10
HAZARDS**

Hazardous Materials Transportation Incidents
Flood
Major Fire
Nuclear Attack
Highway Transportation Incidents
Earthquake
Power Failure
Train Transportation Incidents
Radiological Incident/Nuclear Attack
Tornado
Levee/Dam Failure
Aircraft Transportation Incidents
Water Interruption
Fuel Shortage
SP Pipeline Incident
Civil Disturbance

7.1 GEOLOGIC AND SOILS HAZARDS

Geologic Hazards

The 1973 Seismic Safety Element of the General Plan included a thorough survey of all earthquake faults that might affect Davis. No known faults exist in the planning area, and even such a major seismic event as the 1906 San Francisco earthquake did not cause

damage in Davis, although a 1912 earthquake caused major damage in Winters. This Safety Element, therefore, contains no policies relating specifically to seismic hazards such as ground shaking or rupture, although general policies for emergencies also would be applicable to emergencies caused by unforeseen seismic activity. Building Code requirements place all of California in the zone of greatest earthquake severity.

Guiding Policy

- A. Continue to monitor studies of seismic activity in the region, and take appropriate action if significant seismic hazards, including earthquake faults, are discovered in the planning area.
-

Implementing Policy

- B. Continue to update and enforce Building Code requirements for seismic and geologic safety.

Uniform Building Code provisions require that new structures be designed to resist earthquake forces. Newer structures, therefore, are resistant to damage, should an earthquake occur.

Soils Hazards

Guiding Policies

- A. Investigate and mitigate geologic and soils hazards, or locate development away from such hazards in order to preserve life and protect property.
-

Implementing Policies

- B. Require submission of a soils report for development sites where soils conditions are not well known

Soil hazards likely to be encountered in the planning area include shrink-swell and subsidence. Shrink-swell conditions are likely due to the high water table and soil composition in many areas, and subsidence because of the heavy pumping of water from the underground aquifer. Figure 12 shows soils limitations in the planning area.

-
- C. As a condition of approval of development, require mitigation of any soils hazards identified.
-

- D. Require that areas of highly unstable soils, on which construction cannot feasibly be made safe, be used for open space, including greenbelts and parks. Require that site plans for development delineate the hazardous areas, and show the proposed use of those areas as greenbelts or parks.

Policy 3.3 D in the Open Space Element states that land which is not suitable for building may not be counted toward fulfilling parkland dedication requirements.

7.2 FLOOD HAZARDS AND DRAINAGE

Guiding Policies

- A. Locate development outside of flood-prone areas unless mitigation of flood risk is assured.

Figure 11 shows flood-prone areas. Open Space policy 3.2 B also provides for designation of lands below 25-foot elevation as flood plain and wildlife habitat to be maintained in agricultural use or as wildlife habitat.

- B. Locate development in areas above elevation of 25 feet in order to avoid property damage which might result from a break in the Yolo Bypass levee.
-

- C. Do not allow development that would increase flood hazards or reduce the effectiveness of existing flood-control facilities.
-

- D. Ensure that drainage facilities are provided for all new development that will handle all surface water runoff created or displaced as a result of the development.
-

Implementing Policies

- E. Require use of high flood hazard areas within new development areas for open

space and recreation uses, including parks and greenbelts.

Policy 3.3 D in the Open Space Element states that land which is not suitable for building may not be counted toward fulfilling parkland dedication requirements.

- F. Require design of new development to include measures to protect structures from a 100-year flood. Require flood-mitigation measures to prevent flood waters from reaching higher than one foot below the minimum building pad in the development.
-

- G. Do not allow development or construction in floodways.

While structures built in floodways can be protected from flooding, such protections, and the structure itself, increase the flood hazard for the entire floodplain by obstructing and reducing the capacity of the floodway.

- H. Require provision of stormwater-retention ponds as necessary to prevent flooding by surface-water runoff.

Policy 6.4 G states that stormwater-retention ponds are to be located in areas where the soil is suitable for groundwater recharge. Ponds are an ideal use in the urban/agricultural buffer where they will cost less because they will not be on urban land and will not be surrounded by urban infrastructure. New and existing retention ponds could be made more efficient and pleasing by improving them for limited recreational use or as landscaped open space. Policy 6.1 F and 6.2 E in the Conservation Element relate to the function of retention ponds as wildlife habitats.

- I. Include in the City Disaster Plan consideration of action in the case of failure of Monticello Dam on Lake Berryessa, or failure of levees along the Yolo Bypass.

Monticello Dam is 23 miles west of Davis on Putah Creek. A dam inundation study prepared by the Bureau of Reclamation shows that flooding would occur in Davis if Monticello Dam were to fail.

7.3 FIRE AND POLICE PROTECTION; DISASTER PLANNING; HAZARDOUS MATERIALS

Guiding Policies

- A. Ensure provision of adequate police and fire protection services.
-

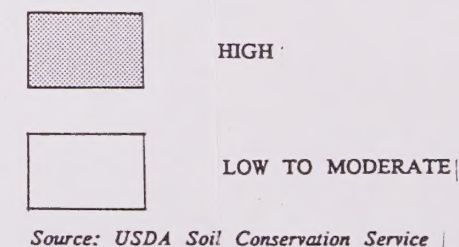
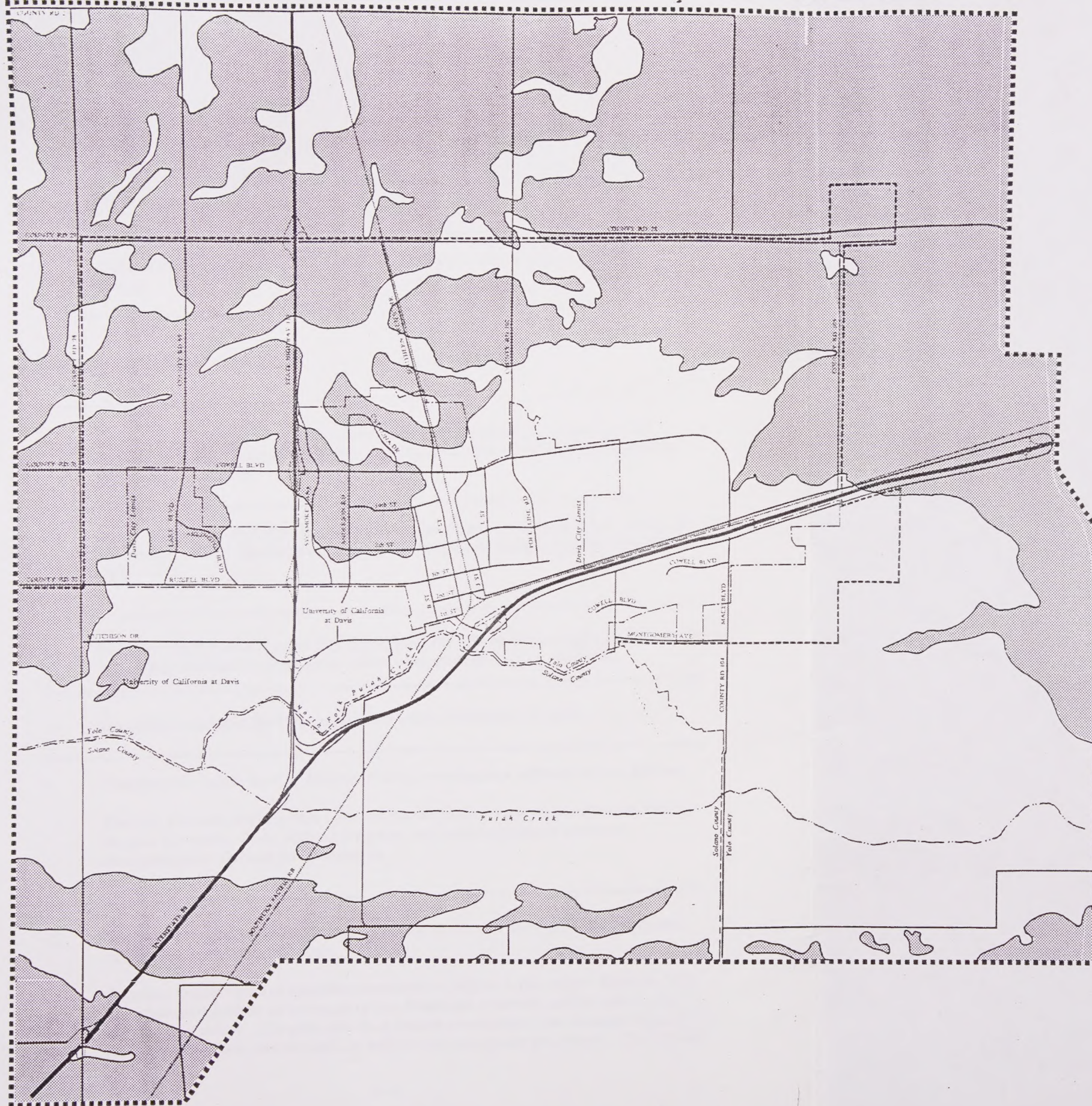


Figure 12: SOILS: SHRINK/SWELL FACTOR

B. Continue to coordinate fire protection services with UCD.

C. Ensure that hazardous materials used in business and industry are properly handled and that information on their handling and use is available to fire protection and other safety agencies.

D. Maintain vigilance in preventing toxic contamination and insisting on prompt cleanup.

Implementing Policies

E. Do not allow construction in new development areas until all necessary public services, including water service, fire hydrants, and roads meeting Fire Department standards are in place.

F. Adopt regulations requiring street widths sufficient to accommodate fire protection equipment. Adopt regulations requiring fire sprinklers in any building over 4,000 square feet.

G. Monitor water fire-flow capability throughout the city and set a high priority on improving fire flow in those areas where adequate flow is not available.

H. Continue to support the Fire Department Public Education Program.

I. Continue to update the City Disaster Plan in coordination with other jurisdictions.

The City has been working with other neighboring jurisdictions on the Disaster Plan for the past five years. Drills, training programs, and joint conferences maintain communication channels for emergencies.

J. Continue to enforce the Hazardous Materials ordinance and Fire Code provisions concerning hazardous materials.

State law requires users of hazardous materials to prepare a Hazardous Materials Plan. The plan must include an inventory of any hazardous materials used or stored, and disclose their nature. The plan also must include containment and cleanup measures in case of a hazardous material spill, as well as other emergency procedures. The City has

assumed responsibility for overseeing compliance.

-
- K. Seek state and federal agency cooperation in timely clean-up of existing toxic sites.
-
- L. Maintain a high level of compliance with hazardous materials regulations and ensure that all releases are promptly and appropriately cleaned up to the level dictated by statute.
-
- M. Continue to support the Planning Department in enforcing zoning regulations regarding siting and permitting businesses that handle hazardous materials.
-
- N. Continue to adopt new editions of the Uniform Fire Code and make recommendations for adoption of other regulations governing conditions that will lessen the hazard to life and property from fire and explosion.
-
- O. Acceptable levels of fire protection service should be available to all areas of the City. Prior standards have established that fire protection services shall be available within five (5) minutes. As areas are developed beyond the five-minute standard, additional fire stations must be provided or alternative fire protection measures must be required. These alternatives might be the installation of fire sprinkler systems, automatic fire detection systems, fire resistive construction or relocating existing fire stations.
-

8. NOISE ELEMENT

The most significant noise problems in Davis are traffic and railroad noise, although construction, dogs, and fraternity parties generate the most noise complaints. Noise from the UCD airport was measured, and it was found that traffic noise levels are, and are projected to remain above those generated by air traffic at the airport. Air conditioners and leaf blowers cause occasional problems. Noise from traffic is projected to significantly increase at some locations as the city grows and traffic levels increase. Agricultural operations such as the Hunt-Wesson Cannery, the cultivation of crops and the raising of livestock can also be a source of noise affecting adjacent properties. In recognition of the physiological effects and resulting economic effects of excessive noise, the state requires preparation of a Noise Element based on existing and projected noise levels.

Noise may be controlled in three ways: at its source; by barriers between the source and the receptor; and by controlling the receptor. A noise-sensitive area must be located far from the source or must be insulated to reduce noise to an acceptable level within the structure -- not a desirable solution in a climate that invites outdoor living.

Proposals for reducing traffic noise nuisance are based on projections of future noise levels to 2010 as determined by projected traffic volumes. Noise contours in Figure 14 are in decibels (dB) and show Community Noise Equivalent Levels (CNEL) which take into account increased sensitivity to noise during nighttime hours. The CNEL and Ldn noise descriptors are quite similar in nature and numerically very close. The CNEL measure represents 24-hour average sound levels, with a 5-dB penalty for evening (i.e., 7:00 pm to 10:00 pm) noise and a 10-dB penalty for nighttime (i.e., 10:00 pm to 7:00 am) noise. The Ldn measure is identical to the CNEL except that it does not penalize evening noise. Generally, CNEL values are between 1/2 and 1-dB higher than Ldn values. CNEL is currently used only in California, but the State of California has stated its intention to convert entirely to the Ldn measure to be consistent with the rest of the United States. Sound levels between 10 p.m. and 7 a.m. are penalized 10 dB. The dB scale is logarithmic; a 3 dB difference is discernable to most people and a 10 dB increase is subjectively heard as a sizeable increase. The mapped contours do not show the effect of existing sound walls, intervening buildings or topography. Actual conditions may be better. For example, a residential use between the 60 and 65 contours may be exposed to an Ldn closer to 60 dB if there are buildings between it and the noise source.

Figure 13 shows standards for noise exposure for community environments. Increases of more than 5 dB are significant and can generate adverse community response in residential areas. Where existing housing backs up to the freeway, the highway, or railroad tracks, there is an opportunity to construct sound walls at the rear property lines, if necessary.

Projected Noise Levels

The noise contour map is based on a mathematical model of traffic noise that projects "worst-case" conditions. The contours do not reflect any shielding provided by local buildings or terrain. Actual noise levels will generally be less than those shown on the contour map, depending on the amount of shielding. Buildings can easily provide a 10 dB difference between actual levels and those indicated on the maps. This difference is more likely to occur at greater distances from the noise source.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} or C _{NEL} , db					
	55	60	65	70	75	80
Residential						
Transient Lodging - Motel, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.



NORMALLY UNACCEPTABLE

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development clearly should not be undertaken.

Sources: State of California General Plan Guidelines, June 1987
Charles M. Salter Associates, Inc.

Figure 13: STANDARDS FOR NOISE EXPOSURE

Highway 113, Interstate 80, and the railroads will continue to be the major noise sources in Davis, potentially creating noise in the closest residential areas up to 15 dB above the normally acceptable standard by 2010.

A portion of South Davis, from the Pole Line Road extension to Ensenada Way, within 1,000 feet of Interstate 80, is potentially subject to freeway noise levels from 65 dB to 70 dB. West of La Vida Way, adjacent to the freeway, the noise levels are potentially above 70 dB. Similar noise levels are projected for the area between Sycamore Way and Highway 113, and also along the west side of Highway 113. Railroad noise will be above desirable levels in residential areas all along the Southern Pacific Railroad line running North/South, the length of the city.

The Hunt-Wesson Cannery located in north Central Davis has come under scrutiny due to the proposal of residential development surrounding its border. A variety of noise evaluations taken during peak operating periods have concluded that the existing cannery may produce an unmitigated noise level of up to 82 dB-CNEL along its southeast property line, far in excess of the 60 dB-CNEL required for adjacent residential uses as proposed (the Crossroads development). The Hunt-Wesson Cannery has been operating and producing noise for many years, although noise from the plant has probably been in technical violation of the city's noise ordinance during this time.

The provisions of AB 1190 (Chapter 97, Statutes of 1992), amending various provisions of the Civil Code of the State of California, provide that certain existing agricultural activities, operations, or facilities, or appurtenances there of, do not constitute a nuisance as long as they continue to operate in a similar manner to that in which they have historically operated. The City Council finds that such agricultural activities within the City meet the criteria of the legislation and finds that the provisions of this section are necessary to harmonize this legislation with the requirements of the city to set noise standards for various activities.

AB 1190 provides for the protection of a wide range of existing agricultural operations, including but not limited to food processing, as well as crop cultivation and the raising of livestock. Therefore, the Hunt-Wesson Cannery in north Central Davis, the Ricci farms in South Davis and the Simmons property in East Davis would potentially fall under the protection of this legislation. Similarly, existing agricultural operations adjacent to the Davis city limit in unincorporated Yolo County could produce noise levels that are incompatible with urban noise standards, but would be protected from nuisance complaints under AB 1190.

In all other areas subject to high noise levels, the land is designated on the General Plan for industrial or commercial uses that will be less affected by the noise. In addition, industrial and business-park development along Interstate 80 in East Davis will provide a noise buffer for the residential uses planned to the north.



NOTES:

1. CONTOURS SHOWN ON THIS MAP ARE AN APPROXIMATE REPRESENTATION OF THE 60 C.N.E.L. DATA CONTAINED IN THE DRAFT SUBSEQUENT PROGRAM EIR FOR THE REVISED TRANSPORTATION AND CIRCULATION ELEMENT OF THE CITY OF DAVIS GENERAL PLAN, DATED OCTOBER 1992.
2. STREET WIDTHS SHOWN ARE GENERALLY RIGHT OF WAY WIDTHS.

SENSITIVE RECEPTORS FOR NOISE

- | | |
|-----------------------------------|-----------------|
| ○ SCHOOL | + HOSPITAL |
| △ CHURCH | ⬠ LIBRARY |
| □ NURSING HOME/
SENIOR HOUSING | ⊗ FUTURE SCHOOL |
| | ● DAY CARE |



REVISED FIG. 14
PROJECTED NOISE CONTOUR YEAR 2010

8-2-93

Guiding Policies

- A. Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.
 - B. Ensure that new development is compatible with the noise environment.
 - C. Through design review, require features to reduce the impact of noise on inhabitants of residential development.
 - D. Use barriers to mitigate traffic noise where other methods are infeasible.
-

Implementing Policies

- E. Continue to enforce the noise-control ordinance.
 - F. Designate areas along the freeway for non-noise-sensitive uses and uses that will provide a noise buffer for adjacent residences.
 - G. Require an acoustic study for all proposed projects that would have noise exposure greater than normally acceptable as indicated by Figures 13 and 14.
-

State law requires mitigation to reduce Ldn to 45 dB in habitable rooms of multifamily housing, but the standard should apply to all housing.

- H. Require noise-attenuation programs for new developments exposed to noise above normally acceptable levels, which include measures to shield noise-sensitive land uses from noise sources. Encourage noise-attenuation programs that avoid visible sound walls, where practical.

Open space, parking, buildings, and landscaping can be used to buffer development from noise.

-
- I. Require construction of landscaped sound walls for new development where noise mitigation to acceptable levels by other means is impractical. Require that the effects of the construction of sound walls on noise levels at other areas be considered and taken into account in the design and location of sound walls.
-
- J. Develop a program for construction of appropriate noise-attenuation programs adjacent to existing residential areas where noise levels exceed acceptable levels.
-
- K. Support implementation of state legislation that requires reduction of noise from motorcycles, automobiles, trucks and aircraft.
-
- L. Incorporate the provisions of AB 1190 into the Davis Noise Regulations (Chapter 16B), to provide that certain existing agricultural activities, operations, or facilities, or appurtenances thereof do not constitute a nuisance as long as they continue to operate in a similar manner to that in which they have historically operated. The city Council finds that the provision of this information in the Noise Regulations is necessary to harmonize existing agricultural operations and facilities which meet the requirements of AB 1190 with the requirements of the City to set noise standards for various activities.
-
- M. Define land development policies for new projects proposed adjacent to existing agricultural activities, operations, or facilities, or appurtenance thereof, including but not limited to: the Hunt-Wesson Cannery in north Central Davis; Ricci farm in South Davis; the Simmons property in East Davis; and current agricultural activities adjacent to the existing urban edge. Land development policies may include, but are not limited to defining specific mitigation measures such as sound walls, landscaping, berms, and construction standards. The City will also encourage the establishment of a disclosure agreements for development adjacent to existing agricultural activities that will constitute a private contractual agreement to ensure that future adjacent homeowners are aware of the noise impacts associated with living in close proximity to such facilities, and that such impacts have been mitigated to the maximum extent possible.
- Policies regulating development adjacent to existing agricultural operation that meet the criteria of AB 1190 shall be implemented through the Davis Noise Regulation (Chapter 16B) and shall be applied as deemed appropriate through the project approval process.
-
- N. Existing areas subjected to unacceptable noise levels from traffic on existing City streets shall be mitigated. "Unacceptable noise level(s)/conditionally acceptable" for existing residential areas shall be defined as the same as "unacceptable noise level(s)/conditionally acceptable" for new residential development.

For example, where a noise level in proposed new developments will be "conditionally acceptable", developers are required to include noise attenuation measures. If City growth results in additional traffic impacts on existing areas, or project modification to existing roadways, then traffic noise levels that are expected or found to be "conditionally acceptable" in the existing area(s) would result in a requirement that the lead agency (the City) mitigate for noise.

(150-GP8.12)

APPENDIX A

CITY OF DAVIS ANNEXATIONS

City of Davis Incorp. Papers,03/28/17,253.95
East Davis Addition No. 1,01/04/46,455.61
East Acres Addition No. 1,06/12/50,7.16
East Acres Addition No. 2,09/04/53,15.421
Lillard's Annexation No. 1,12/28/54,38.495
Snyder's Annexation No. 1,04/14/55,40.93
East Acres Addition No. 3,09/01/55,18.59
Haussler Annexation No. 1,05/10/56,28.352
Murray Annexation No. 1,01/10/56,44.551
Snyder Annexation No. 2,06/27/57,10.40
Farish Annexation No. 1,09/19/57,38.14
North Davis School Annexation,09/19/57,11.284
West Davis School Annexation,09/19/57,8.451
Harby Annexation No. 1,10/31/57,113.45
Haussler Annexation No. 2,08/08/58,19.778
Haussler Annexation No. 3,01/10/59,27.00
Snyder Annexation No. 3,03/25/60,0.994
Farish Annexation No. 2,07/11/60,63.27
Chiles Annexation No. 1,08/08/60,1.07
Murray Annexation No. 2,10/27/60,106.920
Farish Annexation No. 3,03/31/61,4.483
Mello Annexation NO. 1,05/11/61,39.03
Farish Annexation No. 4,09/14/61,0.852
Farish Annexation No. 5,03/29/62,10.498
Birch Lane School Annexation, 01/21/63,10.376
Boyer Annexation No. 1,01/21/63,4.430
Lillard's Annexation No. 2,02/19/63,41.807
Chiles Annexation No. 2,05/28/64,45.942
Chiles Annexation No. 3,06/12/64,3.328
Carden Annexation No. 1,06/29/64,57.157
Anderson Annexation No. 1,08/05/64,213.77
Covell Annexation No. 1,08/14/64,158.79
Chiles Annexation No. 4,07/21/65,55.884
Southeast Annexation No. 1,04/25/66,1005.71
Smith Annexation No. 1,05/12/66,233.19
Carden Annexation No. 2,06/10/66,25.880
Boyer Annexation No. 2,12/15/66,19.066
Meadowlark Lane Annexation,04/07/67,8.51
Boyer Annexation No. 3,01/29/68,60.504
Covell Annexation No. 2,01/29/68,0.372
Covell Annexation No. 3,04/22/68,39.824
Willowbank Annexation No. 1,06/21/68,43.254
Wilson Annexation No. 1,09/03/68,22.378
Southeast Annexation No. 2,05/19/69,97.790
Covell Annexation No. 4,08/29/69,111.992
Carden Annexation No. 3,08/29/69,44.03
Carden Annexation No. 4,09/04/69,17.816

CITY OF DAVIS ANNEXATIONS (cont.)

Chiles Annexation No. 5,04/07/70,135.606
Southeast Annexation No. 4,06/18/70,63.453
Haussler Annexation No. 4,06/30/70,85.515
Wilson Annexation No. 2,06/14/71,38.275
Wilson Annexation No. 3,05/22/72,35.110
Smith Annexation No. 2,07/25/75,64.470
Covell Annexation No. 5,07/25/75,61.783
Carden Annexation No. 5,08/20/75,62.773
Y. C. Soda Annexation,11/12/76,16.2
Carden Annexation No. 6,11/26/76,64.955
Southeast Annexation No. 5,03/22/78,6.47
Covell Annexation No. 6,09/04/78,23.52
South Davis Research Park Annex.,03/25/80,38.420
Smith Annexation No. 3,06/02/80,92.357
Senda Nueva Annexation,10/05/82,81.20
Southeast Annexation, No. 6,10/17/84,1.028
West Davis Drainage Pond Annex.,10/17/84,11.258
Northstar Reorganization,01/09/89,161.141
Stonegate East Annexation,03/27/89,110.65
Mace Ranch Reorganization,10/13/89,600.0
Interstate 80 Annexation,01/04/90,21.96
Waggener Ranch Reorganization,11/26/90,20.287
North Davis Farms Reorganization,12/10/90,49.636
Sutter Davis Hospital and
Head Property Reorganizing,05/13/93,115.20
Covell/Mace Reorganization, ,14.20

U.C. BERKELEY LIBRARIES



C101745224

